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the terminus, or, more probably, junction, at Whampoa will be located very near to the Garden of the Luk family. This announcement, then, at once removes any notion that the idea of building a Canton-Whampoa railway is in *nubibus*. It remains then to be seen how far the construction of the railway will affect the sea-borne trade of Hongkong, for that the raising of Whampoa to be a terminal port in South China must affect the trade of this Colony, is a foregone conclusion, and we can but reiterate what we have previously said that the matter is a very serious and important one, and it behoves the merchants, both of Hongkong and Canton, to recognize the fact, and endeavour to form some estimate of how their business operations will be interfered with to their disadvantage, by the construction of this new railway, with its future possibilities of extension. The question they have to ask themselves, and it is a very grave one, is: Is this new enterprise a menace to the trade of Hongkong?

HONGKONG'S "EXCELLENT" WATER.

We have heard, read, and written a good deal lately about the diversity of opinion between the Government Analyst and the Bacteriologist, as to the quality of the water in the wells of the Colony. One official has described it as "excellent," the other "unfit for potable purposes." When doctors disagree what becomes of the patient? And in this connection the public is the "patient"—and whom are they to believe, in preference one over the other? That there may be some very good and sufficient reason for the diversity of opinion was amply, and unpleasantly, exemplified this morning at the Magistracy, when a coolie was charged before Mr. F. A. Hazland with dumping night-soil into the main stream or aqueduct leading into the Pokfulam reservoir. The man was charged by Mr. J. Ross, Water-Overseer, of the P.W.D., Inspector Collett being in charge of the case. The charge, of course, was proved, and the man was fined \$100, with the alternative of three months' imprisonment, and to be publicly exposed for six hours in the stocks. So far, so good. But in the meantime what must the feelings be of those who draw their supply of water for potable and culinary purposes from the Pokfulam reservoir? A little of the birch, in addition to the allowance of stocks meted out, is what appears to be called for here, for such an act as this is eminently calculated to endanger the health, if not the lives, of hundreds, and no penalty can, in our opinion, be too severe, as a deterrent to himself and to others for the future.

AN ENIGMATICAL AGREEMENT.

(19th September.)
In a special telegram, published in yesterday's issue, our Shanghai representative reported that: "An agreement has been arrived at by the terms whereof it is probable that Russians and Japanese will be allowed to travel freely in Manchuria." It is rather difficult to arrive at the exact importance to be attached by foreign nationalities to such an agreement, for if its terms be taken literally it implies that the two countries lately at war are now on the best of terms, and are prepared to help each other to develop and apportion that debatable land to the exclusion of all others. There is the possibility, however, that the agreement is not intended to operate to the disadvantage of other nations, the brevity necessary in a special wire being responsible for the somewhat serious aspect which the telegram connotes from the point of view of foreign traders generally. Less than three weeks ago Japan declared Tairen open to all traders and granted the additional and unexpected concession of permitting foreign vessels to trade between Tairen and the open ports of Japan. That was quite in accordance with the expressed promise given by Japan in the early days of the struggle in the north, but it signified the beginning or crystallisation of many huge trade developments, on the part of Japanese companies in Manchuria. We have heard of the activity of Japan in connection with the coal mines in Manchuria. It has also been stated that a Japanese company has been formed with a capital of ten million yen to run steamers from Tairen to Hongkong and Shanghai in direct opposition to the lines which have hitherto obtained a fair share of the trade in the north. And in other directions it was clear that Japan was determined to secure for herself the fruits of victory in respect of the trade with Manchuria. But it was always emphasised by Japanese statesmen that no dog-in-the-manger policy was contemplated. The rapprochement of the two Powers in the north, however, is not reassuring. While foreign traders were allowed to enter Tairen, it seemed to be Japan's intention to open up the whole country to the world. The statement that Japan has entered into a special agreement with Russia on the subject of travel in Manchuria opens out a new vista for speculation. Nobody dreams that Japanese and Russian subjects desire to travel in that fertile province for the benefit of their health. It must be regarded as a business proposition pure and simple, and it would appear to be aimed at those enterprising interlopers who would seek to straddle a portion of the trade which will be supplied by Manchuria next year. The question is whether our ally will be prepared to sign similar agreements with Great Britain, Germany and the United States? Russia has, of course, still considerable interests in the Chinese

territory and it was because Russia seemed disposed—and not only seemed but showed it to be her ultimate purpose—to maintain Manchuria as a close preserve for her own nationals that the war was brought about. If Japan and Russia now enter into partnership to exclude other countries from the benefits likely to accrue from trade developments in the north then we have a pretty spectacle of the bear and the Rising Sun in amity. Hongkong has commercial interests in the north which would be directly affected by such a mutual understanding as that now reported to have been arrived at, and in face of the energetic competition which now exists and is likely to increase the merchants of this port cannot afford to look with equanimity on any such one-sided agreement as that disclosed. Shanghai is in a similar position to this port, and it is unlikely that the business community of that Settlement will pass by the incident as of no account. Of course, fuller details may show that the agreement does not bear the significance which it appears to carry on its face, but the fact that Japan and Russia have found it possible to come together on the common ground of trade interests is an unfavourable portent for the nationals of other countries so far as Manchuria is concerned.

AN IDYLIC SCENE.

To those who spend their days in the busy haunts of men and find themselves irritated and annoyed by the squabbles of life, it is a delight to withdraw for a time from the storm and stress of existence and contemplate the placid serenity which is the chief feature of less restless communities. Such a scene is opened up by a perusal of that model body the Kulangs Municipal Council. No ruffled tempers there. No "frowning Providence" but
"An elegant sufficiency, content,
Retirement, rural quiet, friendship,
books,
Ease, and alternate labour, useful life,
Progressive virtue and approving Heaven,"

or, to put it in other words: "They eat, they drink and in communion sweet quaff immortality and joy." It seems an ideal life that over which the Kulangs Municipal Council benignly rules; in fact, it seems almost too good to be true. The members never appear to rise up with heated brows and fling their documents on the table or march indignantly from the Council board in righteous wrath. Everything is peace and brotherliness. Take, for instance, the last meeting of the Council. There was nothing said about the excesses of the sanitary department; indeed it is questionable if the Kulangs people possess such an institution, or at least, bother their heads about its doings. Calmly they took up the first business of the meeting and carried it *ad rem*. "The secretary was authorized to purchase two fire ladders, one dozen canvas buckets, and a canvas stretcher." No question about the age of some dilapidated machine which is supposed to do duty as a fire-engine. In fact, it may be said that there is no "burning question" on the subject. Then they decided, without remark apparently, that although all licences expire on the 31st December, the full amount for such licences must be paid, no matter what time of the year they are taken out. Had such a proposal been made in Hongkong there would have been endless bickering, with letters in the newspapers and everybody laying down the law of equity on the subject. But in Kulangs, people may take out licences in November and such is their contentment they willingly pay again for the privilege of being licence-holders in January next. It seems that although there may be no sanitary department there is a class, but he had nothing, or next to nothing, to report. Then some persons, obviously strangers, had been doing something which does not accord with the idea of the Councilors as to what their conduct should be and the secretary is to look after them. The chief matter dealt with was the erection of the new pavilion for the Tennis Club. The Council takes charge of everything, it would seem, and it does everything well. Some day that pavilion, which is so essential to the absolutely complete happiness of the Council and the community at large, will be erected and then what more will the people of Kulangs desire? Truly, the report of the doings of our friends in the north is tantalisingly rural. There is nothing to agitate the mind or disturb the tranquillity of the scene. Hongkong has good reason to envy the peaceful surroundings and to congratulate the good folks of Kulangs on being guided by such worthy councilors.

RELIEF FUND—OFFER BY CHINESE RESIDENTS.

(19th September.)

Now that the terrible disaster which overwhelmed Hongkong yesterday has passed, and people have had breathing time to realise the extent of the destruction wreaked by the typhoon, it will be realised that the Colony has a duty to perform to those unfortunates who have been desolated by the storm. This is not the time to cavil at officials or departments about matters which can be discussed later, when hundreds of the very poorest of our population are homeless, hopeless and helpless. The native shipping fleet has been devastated by an unhappy visitation, the like of which can hardly be paralleled in the annals of Hongkong, if indeed there be any parallel. The sampans which were formerly one of the features of the Colony are now

represented by a few solitary dodos, which may be regarded more in the light of curiosities than important features of the port. Yesterday we published reports as to the destruction of the junk and sampan fleets, which could only give a bird's-eye view of the situation. In face of the widespread effects of the storm it was only possible to speak in general terms of the hundreds of vessels which were sucked into the sea's maw. And to-day, reports no less terrible are coming to hand giving evidence of the ruin and damage resulting from the typhoon. Residents can see the evidences of the Armageddon of the elements on all sides, and they, remembering their duty as members of a civilised community to the weaker survivors, will not be slow to respond to an appeal for relief which we submit, should be issued by the Government without the slightest delay. There are thousands of women and children who have not a roof above their heads, whose plight is so sore that it is difficult to see how it could be worse. For not only are they homeless but they will probably be starving unless something is done for them. It will not do for the Government or any other responsible body to say it is taking time to consider what concerted measures should be taken to extend relief to these wails. If the present moment when the calamity is fresh in the memory of the public, when the bowls of compassion are opened, and sympathy for the sufferers is heard on every side, if this present moment be allowed to pass without an appeal being made to the pockets of those who have not been touched by the disaster, then the typhoon will be forgotten or only left to linger in the memory as an unusual incident, and appeal after appeal may be issued without effect. Who thinks about the earthquakes at San Francisco and Valparaiso now? Who remembers whether the eruption of Vesuvius was this year or five centuries ago? Who will remember whether there were ten or ten hundred sufferers—women and children—in the Hongkong typhoon a month hence? Unless the appeal is issued at once it will be useless. After the typhoon of 1900 the then Governor Sir Henry Blake issued an appeal for help on behalf of the sufferers. We are in a position to state authoritatively that the leading members of the Chinese community in Hongkong are prepared to-day to follow the magnificent and spontaneous example they set for themselves in 1900, and contribute handsomely towards any fund which is opened for the relief of the unfortunates. More, we have the authority to state that the money is forthcoming the moment His Excellency Sir Matthew Nathan says the word. It is therefore to be hoped that at the meeting of the Legislative Council tomorrow afternoon definite steps will be adopted to issue, either by the Council as a body or Sir Matthew Nathan individually, an appeal on behalf of those who have lost their all in the storm. Whether the Government can afford to make an appropriation towards the relief fund is another question. There is not too much money in the exchequer to meet such an extraordinary emergency as now confronts the Council, but certainly the members will be lacking in their duty if they simply content themselves, with passing pious resolutions on the subject. With regard to the destitute who should benefit from a relief fund, we do not suggest that coolie Chinamen should receive a farthing. There is a plenitude of work for them in the Colony at the present moment. Labour is required immediately to repair the damage wrought by the typhoon and they will not starve. It is the widows and orphans of drowned junk and sampan men who should be assisted to tide over the evil day, and the Government will not have a pleasant record to boast of if it fails to undertake its manifest duty to-morrow by issuing an appeal for relief in its own name or in the name of His Excellency the Governor to which the generous-hearted citizens of Hongkong will surely respond in no niggardly fashion.

RELIEF FUND STARTED.

(20th September.)

Writing before the event, which of course is to be regarded as a general rule, but may be pardoned owing to the exigencies of an evening paper, it is confidently to be expected that this afternoon the Legislative Council will unanimously support His Excellency the Governor's proposition to forward the scheme, which was approved at a meeting yesterday, to form a fund for the relief of those rendered helpless through the typhoon on Tuesday. It was not to be believed for a moment that His Excellency would fail to recognise the manifest duty of the Government to relieve the suffering entailed as the result of the loss sustained by the native shipping fleet, but in the absence of any definite information on the subject it was matter for comment that nothing was being done to meet the needs of the situation. His Excellency, however, was alert to gauge the requirements of the people and yesterday he called together those who are best fitted to understand the special needs of the moment in order that he might obtain their views on the matter. A meeting was convened to which were invited the Chinese members of the Legislative Council, the Chinese members of the Sanitary Board, the Committee of the Tung Wah Hospital, and the Committee of the Po Leung Kuk. In conference the whole subject was considered and eventually it was decided that those present should form themselves into a provisional committee for the relief of the sufferers by the typhoon, the committee having powers to add to their number. On the spur of the moment it

was suggested that a preliminary subscription should be taken up on behalf of the unfortunates, and the sum of \$3,600 was thereby obtained. His Excellency contributed \$500, Mr. Selcombe-Smith, the Colonial Secretary, \$100, and the Chinese members \$3,000. The most important statement was made at the meeting by His Excellency, who said that at the meeting of the Legislative Council to-day he would submit a proposal that the Government should contribute towards the relief fund a sum equal to the aggregate amount contributed by the public of Hongkong. We take it that the members of the Council will support the proposition put forward by the president of that body, for in doing so they will have conferred honour on themselves and lustre on Hongkong. It is no platitude to say that Sir Matthew Nathan has never shown the greatness of his heart more conspicuously than in this affair. At a moment when the financial condition of the Colony must be exercising his anxious consideration he has promised to exert his influence to secure the substantial support of the Government to a fund which is undoubtedly required, unless the misery caused by the typhoon is to be further prolonged. It is now the turn of the public to emulate that generosity and sympathy which have ever characterised the community and to build up a subscription fund which shall furnish evidence that, despite all adverse circumstances, the people's heart is in the right place. Hundreds are homeless and on the verge of starvation and it would be a poor tribute to our boasted civilisation if such a state of affairs were allowed to continue. It is unfortunate that nobody is in a position to set forth the actual amount required to relieve the immediate necessities of the unfortunates, but after all that is a minor affair. What is wanted is that all should express in the most tangible form their regard for suffering humanity. The Legislative Council, we have not the slightest doubt, will do its duty; it remains for the citizens to do theirs.

A PROPOSED CHINESE REFORM.

From time to time reference has been made to the progressive spirit evinced by the Chinese people, who, by bringing their institutions into conformity with western ideas and adopting modern customs and methods, are seeking to elevate the Empire, develop her resources, enlighten the people and make China one of the two great Powers in the Far East. Every well-wisher of the Middle Kingdom, and everyone who recognises and appreciates the force of Chinese character, will applaud these efforts to raise the Empire and the people from the slough of ages. What will amaze all who give the slightest study to the question is the rapidity with which the Chinese are travelling along the path of progress and reform. The mission of the Chinese Commissioners to report on the political institutions of Europe and America was a distinct step in advance, for it is not so long ago since a Chinaman was prohibited from leaving his own country. Indeed, it is questionable whether even yet Chinese women are granted that permission, though thousands are scattered through the Straits Settlements and other places in which the Chinese have taken up their abode. Another instance was the recommendation of the Commissioners that the Chinese people should discard the queue in order that they might take their proper share in the affairs of the world without rendering themselves open to ridicule by their adherence to antiquated fashions. While these reform ideas obtain in the North, the population in the two Kwang have shown in a remarkable degree their ability to utilise modern methods to foster their schemes and extend their plans of aggrandisement. It is needless to recall the various instances which have occurred within the past few years whereby the Cantonese, whose mind is probably the most acute and agile in the Empire, have distinguished themselves in converting western ideas, particularly in the way of commercial development, to the particular requirements of their projects. One of the difficulties which has, to a certain extent, exerted a deterrent effect on China's external trade has been and is the anomalous state of the country's finances. By the Mackay treaty of 1903, the Chinese Government agreed to provide a uniform national coinage, but, so far, little if anything has been done to give effect to that condition. Steps are being taken, however, which should bring about that desideratum although they only appear to be of a tentative character as yet. It is in this connection that the reform movement seems to have gained a remarkable concession, which is worthy of attention if only as a sign of the times. Some time ago Viceroy Chang Chih-tung issued a silver coin of the value of one tael, and that coin is now in circulation in the Hupei province. But it has proved very unpopular and it is probable that the Board of Revenue will refrain from issuing silver money of that denomination and revert to the usual seven mace two candareens silver dollars in use throughout the provinces. The remarkable departure is, however, that each of the new silver dollars will bear the portrait in profile of His Majesty Kuang Hsu. As most people resident in these parts are aware, it was once a heinous offence to gaze on the living image of the Son of Heaven, and the coolie who failed to mark his reverence for the earthly deity while passing from the Forbidden City to the Summer Palace was sure to meet a speedy retribution. From the western point of view, however, the idea of bringing the general appearance of that much-abused coin the dollar into general conformity with the coins of nearly all other countries is an excellent one. In the Straits the dollar in

circulation was, a few years ago, adorned by various hieroglyphics which few understood; but all that was changed by the stroke of a pen, and His Majesty's profile is the distinguishing feature of the new Straits dollar. Should the Chinese Government decide that the dollar of the country bear the profile of His Majesty Kuang Hsu then the only remaining country in the Far East to circulate coins of the value of the dollar without the portrait of the ruler of the country will be progressive Japan, whose yen is still picturesquely oriental. While most people will agree that the Chinese would be well advised to adopt the change proposed, there are not a few in this Colony who would accept the dollar, so long as it rang true and remained high, whether it bore an emperor's portrait or the picture of a gossoon.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

THE YOKOHAMA SPECIE BANK.

BANK NOTE ISSUE IN KUANTUNG.

[From Our Own Correspondent.]

Shanghai, 17th September,
1.30 p.m.

An Imperial Ordinance has been issued in Tokio which authorises the Yokohama Specie Bank to issue Bank notes redeemable with silver in Kuantung.

This issue of paper money will be made available for official or private circulation.

The Ordinance further provides for the extension of unlimited currency to Manchuria, Newchwang, Tientsin and Shanghai.

TRAVEL IN MANCHURIA.

FREEDOM TO RUSSIANS AND JAPANESE.

[From Our Own Correspondent.]

Shanghai, 17th September,
1.30 p.m.

An agreement has been arrived at by the terms whereof it is probable that Russians and Japanese will be allowed to travel freely in Manchuria.

BRITISH FLEET.

DEPARTURE FROM CHEMULPO.

[From Our Own Correspondent.]

Shanghai, 18th September,
11 a.m.

The British Fleet left Chemulpo on the 16th inst.

THE SEALING TRAGEDY.

QUESTION OF SETTLEMENT POSTPONED.

[From Our Own Correspondent.]

Shanghai, 18th September,
11 a.m.

The question of the settlement of the sea poaching incident has been postponed.

S.S. "MONGOLIA" ASHORE.

AT MIDWAY ISLAND.

Mr. S. Silverstone courteously informs us that he is in receipt of a cablegram from his Yokohama Agency reporting that the S.S. Mongolia is ashore at Midway Island and that all passengers were safely landed.

No further information was contained in the telegram.

SALVAGER HOPEFUL OF SUCCESS.

"DORIC" TAKES PASSENGERS AND MAILS.

[From Our Own Correspondent.]

Shanghai, 19th September,
2.20 p.m.

The Mongolia is reported to be leaking.

Passengers had been landed. Captain Metcalf who re-floated Manchuria has been despatched to the aid of the Mongolia.

It is believed that the Mongolia has every chance of being successfully re-floated.

The Doric takes the passengers and mail to their original destination.

The Hongkong Telegraph

MAIL SUPPLEMENT.
ISSUED GRATIS TO SUBSCRIBERS.

HONGKONG, SATURDAY, SEPTEMBER 22, 1906.

HONGKONG'S POSSIBLE RIVAL.

(17th September.)

Some days ago we made reference in these columns to the significance that must attach to the construction of a railway between Canton and Whampoa, and the effect it might have on the trade of Hongkong. At that time, although our information, received through the most reliable source was perfectly explicit as to details, it was thought, in certain quarters, necessary to consider the idea of such a railway if not a nebulous notion, at least one, if realized, not likely to affect Hongkong's trade. But the Viceroy's proclamation left no room for doubt as to the immediate construction of this railway, with somewhat more than a hint that on the completion of that line another would be put in course of construction from Whampoa to Amoy. That the construction of this line is no myth is borne out by the announcement, in our esteemed contemporary the *Shang Pao*, which states authoritatively that H. E. Cheung Pat-shi has been appointed to the post of General Superintendent of the Canton-Whampoa Railway, by the high officials at Peking, and has, upon assuming charge of his office, requested his chief engineer to have the road surveyed, and the course, which the railway is to follow, marked out with white poles, and this work is to commence at an early date, that is during the current year. The positions for the stations have been considered, says our contemporary, and decided upon. The station at Canton will be built not far from the Tai Kam Moon (South Gate of the City of Canton), called the Chun Lung How, while

THE SHANGHAI TRAGEDY.

PETER HYNDMAN'S TRIAL OPENED.

MRS. ROSE GIVES EVIDENCE.

[From Our Own Correspondent.]

Shanghai, 20th September, 2.05 p.m.

The trial of Peter S. Hyndman for the murder of Harry Smith and the shooting of Mrs. Rose has been opened at H.M.B. Supreme Court to-day.

Mrs. Rose has so far recovered from her injuries that she was able to give her evidence before the Court. The Court was attended by a large crowd of spectators who followed the evidence of Mrs. Rose with much interest.

KIRIN OPEN TO FOREIGN TRADE.

OCTOBER 18, 1936.

[From Our Own Correspondent.]

Shanghai, 20th September, 2.05 p.m.

China has decided to throw open Kirin to foreign trade on the 18th October, 1936.

THE "MONGOLIA'S" PASSENGERS.

AMERICAN TRANSPORT DESPATCHED.

[From Our Own Correspondent.]

Shanghai, 20th September, 2.05 p.m.

An American transport has been despatched to receive the passengers of the stranded P. M. S. S. Co.'s s.s. *Mongolia*.

The s.s. *Doric* has been ordered to proceed direct to Honolululu.

VISCOUNT HAYASHI RESUMES POST AS FOREIGN MINISTER.

[From Our Own Correspondent.]

Shanghai, 20th September, 2.05 p.m.

Viscount Hayashi resumes his post as Minister of Foreign Affairs.

[Various rumours were afloat in regard to Viscount Hayashi's recent leave of absence, and the *Asahi* subsequently published a Tokyo dispatch to the effect that Marquis Saionji emphatically repudiated the report that the leave of absence of Viscount Hayashi was the forerunner of resignation. The Premier declared that Viscount Hayashi, having assumed his very onerous office immediately on his return from a long residence in London, had found the health of that country very trying so that his health had been impaired. His Majesty the Emperor was much concerned as to the Foreign Minister's health, and commanded him to take a rest and change. His leave of absence was for no other reason than the benefit of his health.—ED., H.K.T.]

CHINESE PUBLIC ESTABLISHMENTS.

CONTROL BY GOVERNMENT BOARD.

VICEROYS PASSED OVER.

[From Our Own Correspondent.]

Shanghai, 21st September, 11 a.m.

An Imperial Rescript has been issued at Peking. It is to the effect that the Army Reorganisation Council shall take over the control of all arsenals, factories, etc., within the Empire from the Provincial Viceroys and Prefectural Governors.

This Rescript is considered as a great step towards the centralisation of the control of all public establishments and institutions in China, thus solidifying the power of the Central Government.

THE BRITISH FLEET AT PORT ARTHUR.

[From Our Own Correspondent.]

Shanghai, 21st September, 11 a.m.

The British Fleet have been accorded a cordial reception at Port Arthur and have been entertained in an enthusiastic manner.

Vice-Admiral Sir Arthur Moore has proceeded to Dalny.

THE STRANDED "MONGOLIA." "ANEKAWA MARU" TO ACT AS SALVER.

[From Our Own Correspondent.]

Shanghai, 21st September, 11 a.m.

The converted cruiser *Anekawa Maru* will try to tow off the stranded *Mongolia*.

CRIMINAL SESSIONS.

ROBBER GETS SEVEN YEARS.

At the Criminal Sessions, at the Supreme Court, before His Honour Sir Francis Pigott, C.J. (Justice, Fan-Ming, a coolie, was placed on trial on a charge of committing armed robbery at Chuk Tsun village, in the New Territory, on the 13th July last.

The Hon. Mr. Henry Berkeley, K.C., Attorney General, instructed by Mr. G. E. Morrell, of the office of Messrs. Denny and Bowley, Crown Solicitors, prosecuted, prisoner not being defended.

Prisoner pleaded not guilty. The following jurymen were empanelled: Messrs. F. Smyth (foreman), J. Clellan, C. M. Williams, A. J. Kerr, H. M. Tiefenbacher, P. M. Nemaze, and W. Ferry.

The Hon. the Attorney General, in opening the case, said that the facts of the case were, briefly, as follows: At about 8 o'clock on the night of the 13th July last, a woman living in a house at Chuk Tsun village, in the New Territory, was in her house with her child and another woman, when somebody came and rapped at her door. She went to the door and, on opening it, she saw a man with a knife in his hand, and a woman with a dagger, or fighting knife, in her hand. She then fled to her room, and hid herself under the bed. The man then entered the room, and searched for opium, but men who had come to rob her. One of the men then struck her in the face with his lighted torch, while another, pointing his revolver at her, told her to keep quiet, for if she made any noise she would be killed. The men then proceeded to ransack her boxes and bundles, in their search for valuables, and after half an hour's operations, they left the house, taking with them \$55 in notes, two sovereigns, eleven half sovereigns, four French coins, (gold), four silver bangles, six gold ear-rings, two gold finger-rings, 46 yards of grass cloth, and a quantity of blankets and clothing, to the aggregate value of several hundred dollars.

Having secured all the valuables, they could find, they made fast the woman to her bed, and left the house, after warning her not to raise any outcry. As soon as they left, her companion, who had hidden herself in fright, came out and released the tied-up woman, and they went at once to the police station and reported the occurrence, giving a description of the stolen property, which was at once circulated to all the other police stations with a description of the armed robbers. About the 30th August last the prisoner was arrested at Yau-mai, and on him was found a pawn ticket referring to one of the pieces of clothing—a gauze mandarin jacket. The jacket was secured and shown to the woman, and she immediately recognized it as part of her stolen property. Subsequently she was taken to the police station where a number of men were lined up, among them being the prisoner, whom she at once picked out without any hesitation.

The woman and her companion gave evidence in corroboration of the above statements, and after hearing the prisoner's defence, which was a simple denial, and a lame attempt to set up an alibi, his Honour summed up, and found the prisoner guilty of the charge of armed robbery, with a sentence of seven years' imprisonment, with hard labour, was then passed upon the prisoner.

The Sessions then adjourned till to-morrow, Friday, at 10 a.m.

MURDER.

At the Criminal Sessions (this morning, at the Supreme Court, the case in which five fishermen, named Lai Lun, Wong Kwai, Lai Lun Kwai, and Lai Lun, were charged with the murder of Ho Kwai, at Deep Bay, on the 2nd August 1936, was called on for trial.

The Hon. Mr. Henry Berkeley, K.C., Attorney General, instructed by Mr. G. E. Morrell, of the office of Messrs. Denny and Bowley, Crown Solicitors, prosecuted, and the Hon. Dr. Ho Kai, instructed by Mr. H. K. Holmes, defended the prisoners.

Prisoners pleaded not guilty. The following jurymen were empanelled: Messrs. Wilhelms (foreman), Douglas, Edward Clark, John Cree, Barend Dirk Kapte, and Edward Heinrich William Hell, Woldemar Wedekind, and Ernest Gaster.

The Hon. the Attorney General, addressing the jury, stated that the facts were briefly that on the night of the 2nd August, the prisoners were on a junk, of which they formed part of the crew, and which was anchored at Deep Bay. During the earlier part of the night, a dispute arose between the crew and the master, and, as it is stated, the crew later on the night, there were on board at the time, besides the crew, the master, his wife, his son—a mere youth—and a daughter, a girl aged fifteen, and a nephew, about twelve years of age. The crew mutinied, as it is alleged, because the master, who was a hard-working, peaceful fisherman, refused to accede to their request, and renouncing his peaceful calling, turned pirate. The master, at the same time, asking him to turn pirate, he would dismiss them from the junk and engage other men. The men then appeared to have held a consultation amongst themselves, with the result that they resolved to mutiny. They did at once, and seizing bamboo poles they "went for" the master and his wife, and exactly what happened thereafter is only a matter of conjecture, for the daughter was asleep below, and at once locked up the nephew below. But the nephew would state that he heard a good deal of disturbance and noise on deck, and then a splash, and a voice called "We've got rid of the master." Shortly after this the boy was released and taken on the deck of the junk, and the ringleader of the gang asked him to become a pirate with them, offering him every inducement to do so, and holding out attractive possibilities of speedy wealth and ease, with no risks and no fear of capture. The boy, however, was not to be induced to relinquish his peaceful avocation, and was firm in his refusal to join the pirates. Finding all his persuasions useless, they took hold of the boy and flung him into the sea. But he managed to seize hold of a pole, or some other floating timber, and so kept himself afloat, and thus, immediately after he was flung into the sea, he saw the men set sail and move off. His uncle, aunt, and cousin were not on board when he was flung into the sea. After he had

floated about for about six hours, he was picked up and landed, and then he went to the police station, where he reported what happened. Sergeant Wilhelms was detailed on the case, and, at once, for Macao, whence he traced the first prisoner to the other later in Macao, and bringing them all, with the daughter, whom he first prisoner had kidnapped, and was endeavouring to sell back to Hongkong. The body of the master was recovered, and was identified at the mortuary by the second wife, who lives in the Colony; the other bodies were not recovered. The men were only charged with the murder of the master, as his body only had been recovered, but in the absence of the bodies of the other two victims the prisoners could not be charged with their murder, although there could be no doubt about it that they did murder the other two. It was for the jury to consider, after hearing all the evidence, whether the prisoners were guilty of the murder of the son or not, about which there could be no question. Evidence was then called in corroboration of the above facts.

The case being closed, the jury retired to consider their verdict, and after some deliberation returned a verdict of manslaughter against all the five prisoners, who were thereupon sentenced to fifteen years' imprisonment with hard labour each.

POLICEMAN IN TROUBLE.

ALLEGED ASSAULT.

Inspector Collett, of No. 7 Police Station, charged *Chun*, 398, before Mr. F. A. Hazland, at the Magistrate's Court this morning, with conducting himself at West Point, early this morning.

Mr. F. C. Master, of Messrs. Johnson, Stokes and Master, defended. It appeared, from information received, that defendant went down to She-tong-tui during the small hours of this morning, and, walking up in a cigarette stall, picked up a packet of "smokes" and proceeded to go away. The hawk asked for payment and on being refused he called for the police. Defendant was then alleged to have turned the packet of cigarettes over to the hawk, and after kicking his stall about the hawk, for according to the rules of the police force, no policeman, except those on duty, or on leave, are allowed to be on the streets after midnight. The defendant was not given leave this morning.

The case was remanded until Wednesday afternoon next.

A RECKLESS MOTORMAN.

REFUSED TO STOP AFTER ACCIDENT.

A motorman named Li On, employed by the Electric Tramway Company, and driver of car No. 26, got off lightly at the Police Court this morning, and he has to thank his stars that he was not in some Western State of America where he drove his car against the rich of the Chilean Consul, throwing that gentleman out and doing serious damage to him, for his car would have been would be a patient for a while. However, this is not the country where lynching can be put into effect, so Li got off with a nominal—the Ordinance calls it the maximum—fine.

The charge against the motorman was made up by Inspector Gourlay, in the name of Mr. J. Ascon Ch. Gonzalez de Bernedo, and it was to the effect that the said Li On, then being the driver of the electric car, negligently and recklessly drove his car, and, without giving heed to the fact that he was driving against the back of a car, he drove into it, on the 15th inst., at 1.15 p.m., on the 15th inst.

To this charge the defendant pleaded not guilty. The evidence of the Consul was to the effect that on the day in question he was in a rickshaw, travelling eastwards. His rickshaw was on the line in a. When the French Consul's car came round, and so did the rickshaw, and they saw the defendant's car about six yards behind them, and travelling at a pretty good rate. Immediately this was seen the Consul made to clear the track, but the car struck the vehicle, and pitched it to one side of the road. Both the Consul and the rickshaw pulled had a narrow escape of being thrown into the sea. Instead of waiting to see what form the accident would take, the defendant, however, did not stop, but drove on, and he was not given heed to the fact that he was driving against the back of a car, he drove into it, on the 15th inst., at 1.15 p.m., on the 15th inst.

The defendant denied all that was said, but his Worship hushed him up with, "Convicted." The different law-books were referred to and it was seen that the maximum penalty was \$10. His Worship imposed the full penalty on the defendant, and ordered him to give the rickshaw owner \$2 as compensation.

This decision, it is alleged, was not satisfactory to the Consul, and we are given to understand that damages will be sought for against the Company.

ARTS AND CRAFTS EXHIBITION.

A GENEROUS OFFER.

A most generous offer has been received by Mr. Henry Berkeley, K.C., chairman of the Arts and Crafts Exhibition Committee, from one of the members of the Committee who has asked the members of the Committee to award him a medal by the Exhibition Committee to be awarded to successful competitors. It will be remembered that the secretary, Captain Marchant, particularly mentioned in the general arrangement of the exhibition that no prizes should be awarded. This statement must now be amended since prizes of medals will be given to the successful exhibitors. That the thanks of the community and Committee are due to the generous donor goes without saying and it is hoped that this gentleman will give permission to publish his name as an example of how good are the feelings of all classes and nations in this Colony. It is certain that such an offer will do much to encourage exhibitors in the first exhibition of Arts and Crafts in Hongkong.

A TOKIO message to the *Matichi* states that the Mitsubishi Dockyard at Nagasaki is now about to commence the construction of the first vessel of the Japanese Imperial Volunteer Fleet, all the necessary materials being in readiness. As soon as the vessel has been completed, she will pay visits to all the important ports in the Empire, and will be thrown open to public inspection.

DISTINGUISHED MAHOMMEDAN VISITOR.

MOROCCAN SULTAN'S COUSIN.

By the last mail there arrived a distinguished visitor in this Colony, from Singapore, in the person of H. H. Dr. Said Fared, cousin of His Highness Muley Abdul Tair, Sultan of Morocco, who is now on a pleasure trip to the Far East. The doctor, who, in the medical world, is deemed a distinguished physician, is staying quietly at the Kowloon Hotel, almost in retirement, but yesterday he entertained at the Belle View Hotel (old "Metropole") a party of his colleagues and others to the number of some two hundred, the entertainment consisting of a luncheon and dinner party, with a band concert during the afternoon, the Band of the 12th Baluchis, whose native officers were amongst the guests, by kind permission of Colonel Price, and Machado's string band being present, and playing alternately, so the string of select airs were unceasing throughout the day. During the afternoon photographs were taken of the distinguished host and his guests, by Wai Hong, the well-known photographer of Queen's Road.

A GALLANT RESCUE IN THE HARBOUR.

Through the courtesy of Mr. J. Craddock, agent of the Canadian Pacific Railway Co., at Canton, we are informed of a very gallant act on the part of an officer of the s.s. *Empress of Japan*, which occurred in the harbour on Friday night. The facts are that late on that night, the carpenter's mate suddenly jumped overboard, for some unknown reason, and as his act was witnessed by John Cavey, a quartermaster on board the steamer, the latter immediately plunged in after him, and, about falling prone on the water, he waded himself and, unable to render any assistance to the drowning man, and had all he could do to keep himself afloat. The commotion attracted the attention of Mr. E. Hawkins, a sub-lieutenant in the R.N.R., and at present fourth officer of the *Empress of Japan*, and upon learning the cause of it, he promptly dived in to the rescue. He gave his attention first to the carpenter's mate, who was sinking, for the third time, secured him, and had him hauled aboard, and then he got hold of the quartermaster and rescued him too. First aid was rendered to the first man, who was resuscitated only after considerable effort on the part of the doctor, who luckily came on board, and eventually was restored to consciousness. The quartermaster fared better, and only needed a "tonic" to put him right. It is believed that the carpenter's mate is not of sound mind.

In view of the fact of the weather conditions and darkness prevailing on the night in question, the gallant act of Mr. Hawkins is deserving of the greatest credit, and it is to be hoped that the matter will be brought to the notice of the Royal Humane Society, through the proper channels, for recognition.

THE HARBOUR COLLISION.

COXSWM DISCHARGED.

Mr. H. H. J. Gompertz, presiding as Coroner, and jury, conducted an inquiry at the Magistrate's Court, this afternoon, into the circumstances touching the death of the two children who were drowned in the harbour, off Bowington Canal, on the night of the 10th inst.

The coxswain of the Mitsui Bussan Kaisha's steam launch *Mika*, who was alleged to have been the cause of the two children's death, through colliding with their sampan, was represented by Mr. C. F. Dixon, of the office of Mr. John Hastings. The evidence given by the parents of the deceased children, who were rescued from the water by other sampans, was to the effect that on the night in question they were at anchor at a buoy near Bowington Canal. The sampan showed a light. Suddenly they were struck amidships by a steam launch and the sampan was overturned. The two children, who were asleep at the time, were thrown into the water and drowned.

The coxswain averred that there was no light on the sampan. Medical evidence as to the cause of death was next heard, after which his Worship addressed the jury. After a short consideration the jury returned a verdict of "accidental death" and the coxswain was discharged.

THE ACCELERATED MAIL.

The first of the outward steamers of the Canadian Pacific Railway Co. to arrive at Yokohama under the new scheme is the s.s. *Empress of China*, which arrived at Yokohama yesterday, Sunday, the 16th inst., on schedule time. She left the same evening and is due to arrive here on Sunday, the 23rd inst., with mails to date 24th August. The *Empress of India*, the first of the homeward-bound vessels under the accelerated schedule, is due to arrive in Vancouver to-day. The Company is to be congratulated on the success attending their first venture, which many in shipping circles declared, when the scheme was first announced, to be impossible of accomplishment.

CANTON DAY BY DAY.

VICEROY SHUM.

[From Our Own Correspondent.]

Canton, 15th September, 1936.

Yesterday W. N. Tsor-Choy, the chief manager of the Chinese Imperial Telegraph Office at Hongkong, requested, by telegram, the Canton Chamber of Commerce to admit his name as one of the memorialists praying the Throne to retain Viceroys Shum at Canton, on the ground that His Excellency has advanced the interests of his country by establishing colleges and schools in Canton.

VILLAGE FIGHT.

On the 23rd day of this moon (15th inst.) two villagers surnamed Chau of the Mok Yuen village in Man Hoi District were, on their way home from market, robbed of about \$40 and severely injured by a number of inhabitants of the Sheung Yin village, surnamed Tam. Next day a terrible fight ensued between the two villages—Chau and Tam, and the matter was reported to the U. M. Prefect, who immediately despatched a number of soldiers to suppress the disturbance.

YUE-TAN RAILWAY.

Canton, 18th September. The chief engineer of the Yue-tan Railway has been sick in his country since leaving Canton on the 23rd day of the last moon (15th inst.), which makes him unable to return to assume his duty. Yesterday two members and a doctor of the Kong Yau Hospital at Hongkong were sent to house in the Tai Chun village for consultation.

A VILLAGE FIGHT. A bloody combat has been fought between the natives of Mak Yuen village and those of Cheung Yin village in the Nam Hoi District. In the affair some of the former were killed and many of their houses were destroyed. On the 29th day of last moon (17th inst.) the Nam Hoi Magistrate went there to investigate the case and had the ancestral temple of the latter confiscated as a warning to disturbers of the peace.

We translate the following items from a vernacular journal of this date:—

AMERICAN SAILORS AND COOLIES. On the evening of the 16th inst., at 6 p.m., several American soldiers are alleged to have pushed a number of Chinese workmen into the river. Luckily all of them could swim well and none the worse for their immersion. The Americans were arrested by the Shamshien Guards and were conducted to the Municipal Police Station. The comrades of all foreign firms will call a meeting at an early date to consider the best steps to take with regard to the above affair.

VICEROY TUNG CHAN TOK. It is stated that the people of Fukien and Chekiang have memorialized the Throne expressing their dissatisfaction of the appointment as viceroy of the provinces of H. H. Ting Chan Tok. Their reason, it is alleged is because H. H. was most unpopular when he was viceroy for Yunnan and Kweichow.

THE CANTON BUND. As the Canton Bund extending from Yuan Cheong Street to Chung Lung Hau is in course of completion, the Sin Hui Kuo has given that tenders will be received for the exclusive privilege of plying rickshaws for hire for the next three years. No tender will be considered under \$20,000. Only 500 rickshaws will be allowed to ply on the newly completed Bund. Should it be considered necessary to extend the Bund in future, the tenderer will be allowed to make further proposals as to the increased number of rickshaws he intends to make and as to the number of rickshaws he intends to add to those licensed under the original grant. This proposal will have to be considered by the heads of the Sin Hui Kuo.

CANTON CEMENT FACTORY.

SITE SELECTED.

[From Our Own Correspondent.]

Canton, 15th September, 1936.

Before very long Canton will appear as a competitor in the field of industrial undertakings against Hongkong. It is not supposed that one of your leading industries in Kowloon will be threatened by the factory which is about to be put up here in Canton for the manufacture of Portland cement. But the Chinese capital will make a bold bid to be independent of the Hongkong supply for its requirements in cement in future. As a first step towards setting up the factory, a paddy field in Fong Cha Yuen at Honan has been selected, and bought for the erection of the Canton Cement Works. A kind of lime-stone, suitable for cement manufacture, has been found on a hill in the Yuen district where a branch factory will be put up to supply the main works. An assistant manager, named Yuen U Kwai, has been appointed by Viceroy Shum as the president of the branch factory.

THE VICEREGAL TRANSFERS.

Just before the commencement of the present year, when the gentry and merchants of Canton-Hankow (Yueh-Han) Railway began an organized resistance against the proposition of Viceroy Tsén Chün-hsuen to transfer the Board elected by the shareholders, to be removed to another Vicerealty, preferably the Min Ché provinces. The prompt circulation of such a report showed that the gentry and merchants of the Kwang provinces had influence enough and support to make a successful stand against such a powerful authority as Viceroy Tsén, who nominally controlled the lives and fortunes of the people he ruled in Kwangtung and Kwangsi. As a matter of fact, the members of the mandarin clique in the war between themselves and the gentry and merchants of the Two Kwang, representing the shareholders of the Kwangtung portion of the Yueh-Han Railway, were headed by Viceroy Tsén, the Kwangtung shareholders also had a Viceregal leader in H. H. Hui Ying-kuei, Viceroy of the Che provinces, arrived at one time also President of the Board of Rites in Peking. While the shareholders accused the mandarin clique of arrogance, contempt of the principles of justice and right, and acting in all things ultra vires, Viceroy Tsén Chün-hsuen charged his opponents with rebellion against the constituted authorities in their organized opposition to his orders relating to the control of the Railway. The members of the Peking Government becoming bewildered at these charges and counter-charges, arrived at last at the opinion that the best way to settle matters would be to transfer Viceroy Tsén Chün-hsuen to some other province. The Government apparently did not wish to act hurriedly and it was understood in mandarin circles that the return of H. H. Tuan Fang from his mission abroad would have to be awaited before any decided changes would be made amongst the Viceroys. We published lately a dispatch from Peking correspondent, at Viceroy Ting Chén-to of the Yün-Kai provinces had already resigned, but that the request had not been granted. We, however, stated that in all probability a place was now open for the transfer of Viceroy Tsén Chün-hsuen, and that if Viceroy Chén-to persisted in his wish to leave the Yün-Kuei provinces that post would be given to Tsén Chün-hsuen, a proposition which has turned out correct. We have a notion, however, that the transference of Viceroy Tsén Chén-to to Poochow is not much to His Excellency's liking, for his application to resign the Yün-Kuei Vicerealty showed the desire to avoid local dealings with the French. The Foochow Dockyard and Arsenal are in the hands of a French Superintendent and a corps of French artisans. The Arsenal being under the control of the Viceroy would bring H. H. Ting Chén-to again into contact with the mandarin clique he is credited with being anxious to avoid. Viceroy Chou Fa's transference to Canton will, however, be of great advantage not only to the shareholders of the Yueh-Han Railway with whose views he is said to coincide, but it is certain that the pirates that are prevailing in Kwangtung will receive a decided setback, as His Excellency will be sure to be more energetic and earnest in the work of suppressing piracy and pirates than his predecessor was. Moreover, we understand that His Excellency, with the above in view, intends to take down to Canton with him some 5,000 or so of his foreign-modelled troops.—N.C.D. News.

The R.M.S.S. *Empress of India*, which left Hongkong on the 30th ult., arrived at Vancouver at 3 p.m. on Monday, 17th inst. This steamer is the first packet carrying mails under the accelerated schedule and the arrival at Vancouver on time will doubtless be interesting to the public at large. The mails are due in London on the 28th inst., per *Empress of Britain*.

THE CHINESE CUSTOMS QUESTION.

The following editorial is from the *Japan Chronicle* of 18th inst.:—

Nothing has been heard from China for some while, regarding the possible retirement of Sir Robert Hart, Inspector-General of the Imperial Chinese Maritime Customs. Unreliable rumours have come across the wires from time to time, but it has been assumed that the movement which saw the light in May last, for the placing of the Customs under direct Chinese control, is in abeyance, at all events for the present. The matter was revived yesterday by the publication of a telegram from Reuter to the effect that the China Association had submitted to the British Minister for Foreign Affairs a memorandum, urging the Government to co-operate with the Powers in insisting upon a return to the *status quo* before the issuance of the *Empress-Dowager's* Rescript. The China Association, whose members are merchants and others interested in the Far East, has for its objects the representation of the interests of the British mercantile community in their relations with the Chinese and Japanese, and the promotion of trade and intercourse with China and Japan, so that it is not surprising that it should have made representations to the Government on the matter. The surprising thing is that a memorandum similar to that now reported to have been submitted to Sir Edward Grey has not been drawn up before. The British Government, doubtless fully alive to the responsibilities in this important matter, and it seems to us that it will be time enough for the Treaty Powers to jointly insist upon a reversion to the conditions existing prior to the issue of the Imperial Decree when it is shown that a deliberate attempt is being made by the Chinese authorities to materially alter those conditions and to depose the present Inspector-General. Such an attempt has not been shown to have been made up to the present, and it is quite evident that the British Government is prepared to take any necessary action in the event of any indication arising to show that Sir Robert Hart's authority is being usurped. A message sent to the *Times* at the end of July by its Peking correspondent, dealt with the position of the Inspector-General declared that the assurances given to the British Legation that there would be no change in the methods of the administration of the Customs service were being ignored. The Government is not insensitive to the importance of the Chinese Customs question; but less than a week later in the House of Commons Sir Edward Grey said in reference to this matter that the Government had received no information that Sir Robert Hart intended to resign, and they now thought of his intentions. The Foreign Minister regarded it as vital to the interests of trade and intercourse with the Chinese revenues, and the Chinese credit that the administration of the Customs should be maintained on the lines on which it had been so successfully worked and maintained by Sir Robert Hart. That statement indicates clearly enough that Sir Robert has made no official declaration and that the British Government fully realizes the position and is ready to take such steps as urged by the members of the China Association whenever the necessity arises.

The allegation is made that the new Comptroller-General, who by the terms of the Bill replace the Wai-wu-pu, in dealing with mutual transaction on Customs questions—an innovation which it was generally admitted would facilitate and simplify matters—have been guilty of corruption. The charge is not made in so many words, but it is asserted that the Comptroller-General, Tai-hung and Tsang Shien, began by installing themselves from the Customs, the former £7,500 and the latter £7,000 a year. If the facts are as stated this is certainly a matter that requires the closest investigation; but the Comptroller-General are men who have hitherto bore good reputations, their ability has been generally acknowledged, and so far as we are aware no personal character has been taken to their discredit. Their somewhat cumbersome and dilatory Wai-wu-pu, which apparently found its time fully occupied with other matters of State. The system prevailing up to the time of the appointment of the Comptroller-General had conducted to a few irregularities on the part of the Taotais who had been entrusted with the control of the local Customs receipts in the various ports. Under the old conditions it was impossible to keep a check on their accounts as they had not been subjected to any financial control beyond having to supply certain sums to the Imperial Treasury when called upon to do so. This system naturally caused great confusion and furnished endless opportunities for peculation and other serious lapses.

The appointment of two Comptrollers practically the only change in the administration of the Customs, and this change is no greater than was that when the Wai-wu-pu took over the duties of the Taung-tai Yamen in a similar capacity. We do not think the China Association need be unduly alarmed. Changes there must be, and it is probable that before many years have passed the whole system of Customs administration will be altered. It is significant, for instance, that recently at the request of the Comptroller-General Sir Robert Hart, a detailed list of number of foreign and native employees in the I. M. C. service, their monthly pay and other particulars. But China is not likely to cause trouble by precipitately instituting any drastic changes, thus arousing a conflict of interests among the Powers and spoiling the source of steady and increasing revenue which has been secured by the ability of the Inspector-General and his assistants. It has to be remembered that Sir Robert Hart has completed forty years of active service in Peking, so that his retirement in any circumstance would not be a matter of surprise. But much as Sir Robert's resignation would be regretted, that would not necessarily mean a radical change in the Customs administration. The Imperial Edict of May last, like the recent one in favour of a constitutional form of government for China, was made for the future and must be regarded as a sign of the inevitable awakening.

HANS GUST, a boatman on board the steamer *Halvda*, ship-board a huge cargo of liquid stuffs, Sunday night in one of the downtown saloons, which dimmed his "matted lights," and of course gave him a heavy lift to port. He seemed out of the saloon, rocking badly, and engaged a ricksha. After a ride which occupied three hours, Hans got out of the ricksha and when asked to pay his fare the coolie was told to go to a policeman. The coolie naturally called to a head, but Hans talked of demolishing the coolie, with the result that he was taken in charge. The boat was placed before Mr. F. A. Hazland, at the Police Court on Monday. He said he knew of nothing out of the way that occurred on the previous evening, and a fine of \$5 was imposed. He was also ordered to pay the coolie thirty-five cents for the ride.

LEADING CHINESE INAUGURATE RELIEF FUND.

the valuable cargoes dispersed to the four corners of the earth, the goods damaged and the goods down wrecked it will be found that the ex-

THE S.S. "COPTIC"
Owing to the recent typhoon, the sailing date of the O. & C. S.S. *Coptic* has been changed from Saturday, the 2nd instant, at noon, to Monday, the 24th instant, at noon.

THE "AMNUNDE'S" MAIL.
The mails for Hailow and Pakhoi, placed on board the s.s. *Amnunde's* on the 17th inst., were lost with the vessel.

LIVER LOST AND DAMAGE DONE TO BOATS.
From official sources we obtained the under-mentioned table showing the number of corpses recovered and junks and sampans destroyed, which have been reported to the police, up to date:—

	Recovered.	Junks, etc.
Central	232	31
Wanchow	120	383
Shau-ki-wan	477	64
West Point	54	124
Yau-mat	169	418
Hung-hom	46	25
Aberdeen	60	7

FISHING FLEET DESTROYED.

From a Chinese gentleman, who is well informed, and who obtained the story from a native fisherman, we learn that the entire fishing fleet, consisting of 600 fishing junks, were lost outside the harbor limits on the 18th inst. The number of lives among the fleet is estimated at 6,000 lives, which brings the total estimated number of lives lost in the typhoon to the appalling figure of ten thousand.

Shipping Reports.

The following shipping reports are from arrivals to-day:—
Str. Lorette from Saigon—Light variable winds and general fine weather throughout. Sighted some floating wreckage from Gap Rock to port.

Str. Hailan from Coast Ports:—Fochow to Amoy moderate N.E. winds and fine weather, thence to Swatow moderate Ely breeze with cloudy overcast sky, thence to port strong Ely gale, with high sea and very heavy rain squalls.

Another Typhoon.

The U.S. Consul-General sends us the following typhoon warning, dated Manila, 21st Sept., 10 a.m.:—
"New cyclone in the Pacific, east of North Visayas."

OBSERVATORY FORECAST.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—
On the 21st at 12.30 p.m.—The barometer has risen in Hongkong and Formosa, and fallen over S. Japan and the Philippines.

The typhoon probably reached the coast last night in the neighbourhood of Hainan.

This morning there are indications of a new depression to the S.E. of Luzon.

Gradients are slight over the China Coast, except in the West.

Telegraphic communication between the Observatory and Hongkong continues interrupted.

FORECAST.

1.—Hongkong and neighbourhood, E. winds, moderate; fair.
2.—Formosa Channel, N.W. winds, moderate.

3.—South coast of China between Hongkong and Lamook, same as No. 1.
4.—South coast of China between Hongkong and Hainan, S.E. and E. winds, decreasing.

The Dock Co.

An incidental feature of the disaster which has brought untold loss and misery to tens of thousands is the profit that ought to be earned for the shareholders of the Hongkong and Whampoa Dock Co. from the abnormal earnings of the company.

The amount of work which will have to be carried out, investors' demand for shares has sent their market price from \$13 (although the nominal official quotation was \$13) to \$15 on Monday to \$15; buyers to-day; the latter is the quotation given at the Broker's Association meeting this afternoon. The rise of 24 points actually represents a net appreciation in the Company's aggregate stock of \$1,200,000.

The steamers now in dock are:—Kowloon: Devonshire, Vigilant, Empress of Japan, Sorong, Chang-hai, Woodhead, Fengwen, Mausang, Chi, Hardouin and Sulzer, Cosmopolitan, Madagashir, Stratton and Kitai.

Cotton Yarn Market.

AFFECTED BY THE TYPHOON.
Tuesday's disaster is not without its effects on the Cotton Yarn market. Through the courtesy of Mr. Sorabjee T. Unjehbhoy Selma, the manager of the firm of Messrs. Phillips & Co. in Hongkong, we were favoured with an advance proof of his monthly circular review the market for Cotton Yarn. The report reads:—Our last circular was dated the 7th inst. During the interval of the fortnight no feature of interest has arisen to alter the position of our market as last reported.

As has been anticipated, the Chinese dealers, on the eve of the expiration of the thirty days concession to them, by mutual agreement, since the 17th August to work off their stock, have approached importers of whom they requested a further concession.

Instead of limiting to the shorter period of one month, the natives sought to obtain an extension of the agreement for two months, operative as from the 17th September, 1906. Ever ready to respond, importers met the dealers in a liberal spirit and granted the required time to enable operators to clear their previous high-priced purchases.

This concession was, however, possible only after a meeting of importers had considered the expediency of holding to the proposal. The meeting was held at the office of Messrs. B. J. David & Co. on the 10th September, 1906. It was presided by Mr. A. J. Raymond.

The meeting unanimously resolved to withhold selling further to foreigners or Chinese dealers in Hongkong or at the Coast Ports within the limited time period of two months as from the 17th inst.

During the interval while the Chinese managed to effect among themselves even the most meagre description. A lot of, say, 1,200 bales in all was disposed of. Clearances have certainly been disappointingly slow; but what with the uncertain course of exchange and the most recent catastrophe which befell the Colony on the 18th inst. to further accentuate the stringency of the money market, it will generally be conceded that, even with the further extension of time, at the end of the two months the outlook will be hardly more promising than it is at present. We may expect, therefore, that the clearances will not amount to any appreciable quantity.

A typhoon of short duration but of great severity swept over the Colony on the morning of the 18th September, 1906, doing damage to life and property to an extent rarely appalling. Up to date of writing a conservative estimate places the Colony's loss at \$30,000,000.

A large quantity of cotton yarn stored at Kowloon have been water. At the moment it is not possible to ascertain exactly the number of bales damaged; but it should be safe to say that the quantity is a large one. By whom the loss will be borne is no easy task to tell. It

is fairly certain that before any decision can be arrived at, resort must be had to the arbitration of the Court. It is feared, however, that the burden of the loss will fall upon the shoulders of importers, if the ruling connected with the cases arising out of the Phanghoo floods last year can be accepted as a precedent to determine the case now exercising the minds of cotton yarn importers in Hongkong.

No quotations can be appended to this circular, as we have no accurate idea what prices the various "counts" will fetch when the market re-opens.

KULANGSU MUNICIPAL COUNCIL.

OFFICIAL MINUTES.

Minutes of a meeting of the Kulangsu Municipal Council, held in the Board Room, Kulangsu, Amoy, on the 28th of August, 1906. Present:—Messrs. Marshall (chairman), C. A. V. Bowra, A. F. Gardiner, I. Takatsuki, W. H. Wallace, and the secretary.

The minutes of the last meeting were read and confirmed.

The secretary was authorized to purchase two fire ladders, one dozen canvas buckets, and a canvas stretcher.

The secretary was directed to notify that the Council has decided that, although all licences expire on the 31st December, the full amount for such licences must be paid, no matter what time of the year they are taken out.

The report of the sanitary inspector, concerning the steps he took to disinfect the premises occupied by a plague case, was read.

The secretary was directed to draw up a notice, for the approval of the Watch Committee, as to the conduct of persons visiting the sea-front at Chambe.

A letter was read, complaining about a drain at Sin Lo Thau Jetty, and the secretary was directed to inform the complainant that the drain in question will, as far as possible, be put in a state of repair.

Mr. Wallace brought up the subject of the new pavilion for the Tennis Ground. It was decided to let the matter stand over until the next meeting, in the meantime the secretary was to forward the plan and estimate to all members of the Council.

(Signed) FRED. B. MARSHALL, Chairman.

By Order, C. HERKLEY MITCHELL, Secretary.

Board Room, Kulangsu, Amoy, 11th September, 1906.

SHANGHAI SHIPPING COMPETITION.

KEEN RIVALRY.

The competition between the N.Y.K. and Messrs. Butterfield and Swire on the Shanghai line grows keener. The *Yoshi* states that the Japanese line has increased the number of steamers on the service from three to six, dispatching two steamers on Wednesdays and Saturdays—immediately before and after Messrs. Butterfield and Swire's steamer.

The latter firm realises by lowering the freight for general cargo from Y6 to Y4, establishing the charge for gold and silver in Shanghai, and pushing their business in the port with all possible energy.

The N.Y.K. has taken off the *Suyama-maru*, putting the *Yamaguchi-maru* in her place, and the *Chiyoda-maru* will be replaced by the *Kokoro-maru* at the end of this month, in order that more freight may be carried.—*Japan Chronicle*.

THE NAM HOI PRISON.

RE-CONSTRUCTION SANCTIONED.

We translate the following from the *Shang Pao*:—

The Nam Hoi Magistrate has memorialized H.E. the Viceroy for permission enabling him to rebuild the prison building and model it after the European style. It is his intention that the new building should be a building of three stories in height, each story being twelve feet high (Chinese measurement). The old prison is proposed to be pulled down and the building materials to be removed to the General Prison which will be extended by the construction of temporary accommodation for the prisoners removed from the old prison pending reconstruction.

It is estimated that the cost of the new prison will be some \$10,000 according to the various tenders already received from contractors. To provide for the cost of construction, the magistrate proposes to appropriate from the Informant's stock account a sum of \$5,000, besides the sum of \$15,000 from the Tai Ching Hang, in addition another \$15,000 being the amount of bail situated in connection with the Ming Lee boarding-house case.

Viceroy Shum has sanctioned the Nam Hoi Magistrate's petition. An early commencement of the work of rebuilding the prison will, accordingly, be made.

ARKHWAUNG CUSTOMS QUESTION.

TRADE OF THE PORT ALREADY DECLINING.

A Peking dispatch to the *Jiji* is to the effect that the foreign chamber of commerce at Newchwang has addressed memorials to British, American and German Ministers in Peking, through the Consuls of those countries, asking that the Newchwang Customs-house should be closed until Customs-houses have been established at Tairen and on the frontier of China and Russia in north Manchuria.

The memorial states that the trade at Newchwang has been rapidly declining as the result of the free opening of Tairen and Vladivostok. Mr. Carnegie, British Chargé d'Affaires, at Peking, duly communicated the contents of the memorial to the Chinese Foreign Office and urged that Customs-houses should be established at Tairen and on the frontier of Manchuria without delay.

The Foreign Office replied that it is impossible to close the Newchwang Customs-house as the Customs there are pledged as security for the indemnity. The winter season, when the port would be frozen up, was close at hand and arrangements would be taken to come to an arrangement with Japan and Russia for the establishment of the Customs-houses as requested before the opening of the port next spring.—*Japan Chronicle*.

VICEROY SHUM.

Commenting on the recent viceregal appointments, the *Shanghai Times* remarks:—

His Excellency Chou-Fu proceeds to Canton to succeed the redoubtable Tien Chun-huen in the Viceregal office of the turbulent Liang Kwang. The appointment will give unlimited satisfaction to vast numbers of Cantonese, especially among the wealthy classes, who have always envied Nan King its possession of an official of so much business acumen and integrity as Chou-Fu. Their own Vicerey, Tien, they have long been disgruntled with, to describe their sentiments, mildly, and it is only a few months ago since large bodies of shareholders in the Kwangtung railways sent a petition to Nan King imploring

Chou-Fu to intervene between them and the illegal taxation and oppressions practised by Vicerey Tien. Chou-Fu responded by advising the Cantonese to be patient and law-abiding under all which have been effected among the their trials and difficulties, and sent a welyuan to Canton to make a confidential report regarding the real state of affairs in the Liang Kwang, which statement was, in due course, submitted to the Throne, and he had a good deal to do, it is believed, in bringing about the transfer of Tien Chun-huen to Yunnanfu.

Another consideration, however, has had at least equal weight in deciding the Peking Government to appoint Tien Chun-huen to the Yun-Kwei Viceregal office, and that is the belief which exists in official circles that French agents in Yunnan Province will, in time, meet their match. Tien, takes with him his new appointment, in fact, the reputation, not unearned, of being one of the most successful thwarters of foreign enterprise who has ever held high office in China; and foreigners who have had to deal with him in important matters in Canton, will surely endorse that character of the outgoing Vicerey. He has been freely censured for all the difficulties which have arisen in connection with the Canton-Hankow and other railways in the Liang Kwang; and in addition to these sins, he has not been held altogether blameless in the matter of the recent recrudescence of piracy in the Southern Chinese rivers, which has been ascribed by no less eminent an authority than the China Association, to his lax administration. From a Peking point of view, however, he has been a firm and successful ruler of the great Southern straits, and a confident expectation is entertained that the capital that he will be equally serviceable to the Government in Yunnanfu.

TOKIO TRAIN RIOTS.

ELECTRIC CARS SMASHED.

EXCITING SCENES.

At last the agitation against the increase of car-fares in Tokio has culminated in disorderly scenes in the streets. Crowds of people throwing stones at passing cars and even assaulting innocent passengers, reports the *Japan Chronicle* of 7th inst. Employees of the company and police were also roughly handled by the mob, one official being seriously wounded. The police were apparently anxious to do nothing likely to lead to a repetition of last year's scenes, but were forced to interfere on Wednesday night, when the attack on the electric cars was made. A number of arrests were made, and others followed yesterday.

The proceedings at the meeting in the Honcho Theatre on Tuesday—referred to in yesterday's issue—were quite orderly. After the manifesto had been approved, a resolution was adopted demanding the establishment of a uniform three-shen fare, special rates for students and workmen, more ample accommodation in the cars and more frequent service, and greater precautions for public safety.

Deputation were then appointed to wait upon the Ministers of State, and other officials concerned, while others present were appointed to investigate the financial condition of the company.

When this business had been concluded a young man named Muri Bunpei, said to be a Socialist, rose in the body of the hall and asked permission to address the meeting. His being granted, he urged his hearers to buy the electric cars if the company could not meet the proposed increase, a being put to the meeting in the form of a resolution, it was carried unanimously. Other speeches followed, and the meeting terminated at two o'clock on Wednesday morning with hearty "Banzai" for His Majesty the Emperor.

Among those present at this meeting were Mr. Yoshino, for many years Chairman of the Tokyo-fu Municipal assembly, Mr. Magaki, a leading barrister, and many other prominent public men.

In the afternoon of Wednesday another meeting was held in Hibiya Park, promoted by Matsumoto Dehshiro. Probably attracted by the remembrance of the scene on that very spot just a year ago, a large number of people assembled in the park, but it was noticeable—especially to those who were at the anti-peace meeting—that not one policeman in uniform was to be seen, though it is believed many were present in private clothes. At about half-past four, Matsumoto addressed the assembly, denouncing the action of the tram companies and the Home Minister for supporting them. He urged the present—if the companies would not abandon their proposal to destroy the cars and the companies' premises, and resort to any other means to express their opposition to the increase. Brandishing a stick, Matsumoto said that the cars, the company's premises, and the Home Minister's office were all in his sight, and if those present wished to resort to extraordinary measures, they could do so at once. He advised them, however, to disperse peacefully, and await developments on the 11th instant.

A resolution to this effect was adopted and the meeting closed. Matsumoto leaving the park by the main entrance without interference by the authorities, followed by a crowd of persons. Y-Is and Grows went up from the crowd outside the Tokyo City Electric Railway Company's premises, but no actual disturbance took place. A strong surge of the crowd around the music pavilion in Hibiya Park, a gendarme fired a blank shot with his revolver, but although his action caused some excitement the crowd remained fairly well-behaved.

It was not until about nine o'clock on Wednesday evening that the mob resorted to violence. An electric car at Ginza, near Shinjimbashi, was the first to be attacked, smashing through the windows, which were completely shattered. From that time until eleven o'clock about forty cars were attacked in similar fashion in various parts of the town. In some cases the passengers were injured by the flying missiles; while others were deliberately assaulted by the mob. About 15 drivers and conductors were badly hurt as to need medical treatment, being beaten with sticks and struck by stones. None of this number were, however, seriously injured. The windows of the Tokyo Nichi-Nichi were also smashed in the general riot.

Vernacular reports state that the Metropolitan Police—benefitting by the experience of last year—refrained as far as possible from interference with the mob. At length it became necessary to effect the arrest of the more prominent participants in the riot, and about 60 persons were arrested. Eleven policemen were injured—some by stones, some by being hit by the mob. Inspector Kana, of the Akasaka police station, was stabbed in the back, the knife penetrating to the bone. At one time it was feared that the previous riot would be repeated, and all the shops in Ginza were closed in anticipation of disorderly scenes and a possible encounter between the police and the crowds.

About midnight, however, the excitement subsided and the mob dispersed, and by half-past twelve—according to a picturesque Japanese account—no policemen in white could be seen in the moonlight.

Yesterday about thirty further arrests were made, bringing the total up to nearly a hundred.

JAPANESE SHIPPING SUBSIDIES.

The form of the subsidies granted to the Nippon Yusen Kaisha services between the Hokkaido and the mainland along the Pacific and the Japan Sea coasts expires at the end of this month. After this date Japanese coasting steamers will be left without a State subsidy, with the exception of the Hakodate-Amoy line of the Nippon Yusen Kaisha and the Formosa service of the Osaka Shosen Kaisha. The subsidies cannot be renewed without the consent of the Diet, and it is considered improbable, in the opinion of the *Japan Chronicle*, that a renewal would be granted if applied for.

THE OSAKA BABY-FARMING CASE.

WOMEN SENTENCED TO DEATH.

On the 6th inst., sentence was passed at the Osaka Chihō Saibansho on the three women arrested in connection with the atrocious baby-farming case at Osaka, full details of which have already appeared in our columns. Minokata Ichi, 55, and Kawara Akiko, 56, were condemned to death, and Toyosaki Kikue, 49, was sentenced to penal servitude for nine years.

Passing sentence upon the prisoners, a Kobe contemporary says, Judge Iida pointed out that the Criminal Code contained provisions whereby the sentence of capital punishment might—under extenuating circumstances—be commuted, the spirit of the law being merciful towards condemned persons. But the acts of which prisoners were guilty were of a nature so atrocious and inhuman that he could see no reason for exercising that clemency. The victims of the prisoners' acts were but their babies, and moreover the manner in which their lives were taken was brutal in the extreme.

Toyosaki, on hearing her sentence, attempted to address the Court, but was advised to appeal against the sentence and reserve her statement until she appeared before the higher Court.

THE JAPANESE SEAL POACHERS.

A LIGHT SENTENCE.

According to a Washington message to the *Asahi*, the Japanese seal-poachers charged at Valdez with poaching at the Teutian Islands, have been sentenced to three months' imprisonment.

It is believed that this light sentence has been passed—says the dispatch—owing to the desire of the United States to avoid complications with the Japanese Government.

THE DISABLED "SEGOVIA."

The disabled Hamburg America steamer *Segovia*, yesterday was lying at No. 1 Section at Tanjong Pagar, waiting the Singapore Free Press of 10th inst. As previously reported the steamer was about 25 miles away from Singapore, in the vicinity of the Horsburg Light when she broke down. From a conversation on Sunday morning with her skipper and Captain Phanke it seems that the tail shaft of the *Segovia* broke and the stern tube got rather badly damaged. The cable was dropped and showed 60 fathoms of water, and for several hours the *Segovia* drifted before she could anchor for the night. The weather was calm and the following morning (Saturday) the German steamer *Bangkok* went out to tow the crippled boat into port. The task did not prove a particularly easy one. At 6.15 a.m. the *Segovia* was towed into port, when heavy weather set in and the strain on the rope was very considerable. In an hour or two, however, the sea quietened and the steamer was brought safely into port at about 12 o'clock. Tanjong Pagar tugboats took her up to the berth.

The damaged German steamer carries a spare tail shaft, but she will probably have to remain in dock for about three weeks, until the repairing work is completed and she is able to resume her interrupted journey to the north. She has on board a general cargo of 6,000 tons, and half of this will have to be discharged. As the whole of the accident may prove a somewhat costly business, the *Segovia's* two passengers were brought on to Singapore on Friday by the s.s. *Amherst*.

COMMERCIAL.

TODAY'S EXCHANGE.

Gold.

London—Bank T.T. 2 7/16

Do do demand 2 1/2

Do do 4 months sight 2 13/16

France—Bank T.T. 277 1/2

Amoy ca—Bank T.T. 53 1/2

Germany—Bank T.T. 2 1/2

India T.T. 16 1/2

Do demand 16 1/2

Shanghai—Bank T.T. 7 3/4

Singapore—Bank T.T. 10 1/2

Yokohama—Bank T.T. 10 1/2

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Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "FOWAN" 2,338 tons Captain W. A. Valentine.
 "FATSHAN" 2,260 " " R. D. Thomas.
 "HANKOW" 3,073 " " G. V. Lloyd.
 "KINSHAN" 1,995 " " J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 9 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).
 These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HONGKONG" 2,363 tons Captain H. D. Jones.
 Departures from Hongkong to Macao on week days at 2 P.M.
 Sunday Special Excursions leaving Hongkong at 9.30 A.M., and a second departure about 7 P.M.
 Departures from Macao to Hongkong on week days at 8 A.M. On Saturdays a second departure about 7 P.M. On Sundays about 3 P.M. (See special Express.)

CANTON-MACAO LINE.

S.S. "LUNGSHAN" 2,199 tons Captain T. Hamlin.
 This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at 4 A.M., and leaves Macao for Canton every Monday, Wednesday and Friday at 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

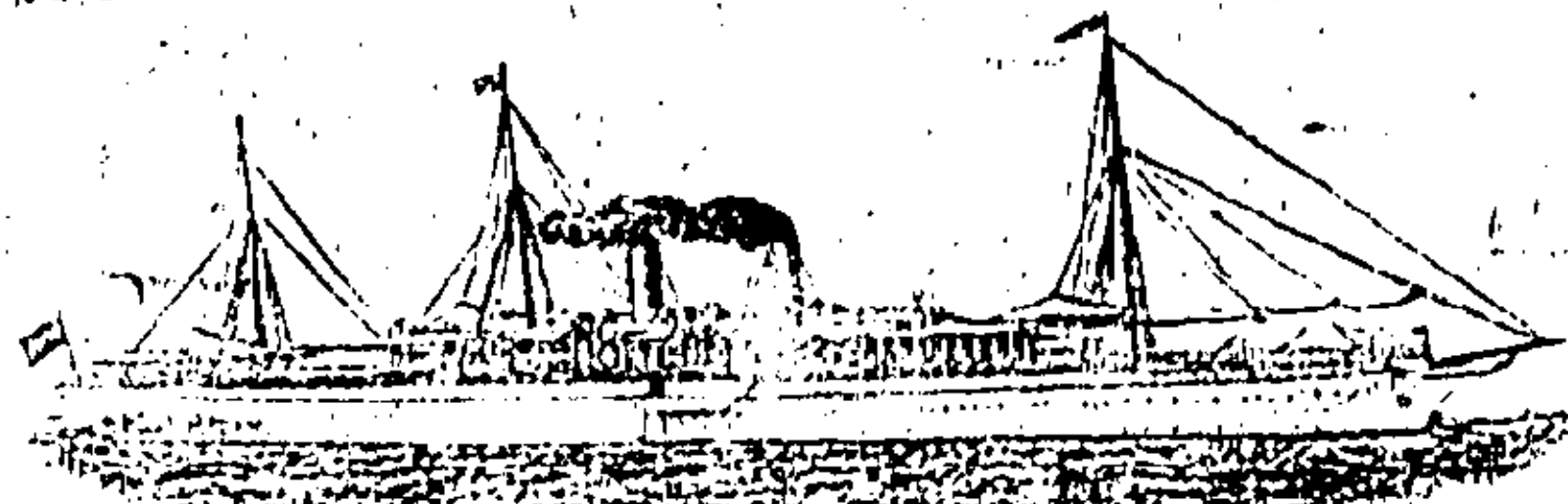
CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 tons Captain J. Willox.
 "NANNING" 569 " " C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M. and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
 Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.
 Hongkong, 22nd September, 1906.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.
 11 Days YOKOHAMA to VANCOUVER. 18 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS.	Tons.	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPERESS OF JAPAN" 6,000		THURSDAY, September 27	October 15
"MONTEAGLE" 6,163		WEDNESDAY, October 3	October 27
"EMPERESS OF CHINA" 6,000		THURSDAY, October 25	November 12
"TARTAR" 4,425		WEDNESDAY, October 31	November 24
"EMPERESS OF INDIA" 6,000		THURSDAY, November 22	December 10
"ATHENIAN" 3,882		WEDNESDAY, November 28	December 22

"EMPERESS" steamers will depart from Hongkong at 4 P.M.
 Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and Quebec with the Company's New Palatial "EMPERESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 24 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class via St. Lawrence £60. via New York £62.
 Hongkong to London, Intermediate on "TARTAR" and "ATHENIAN" carry "Intermediate" R.M.S. "MONTEAGLE" £40. "TARTAR" and "ATHENIAN" carry "Intermediate" R.M.S. "MONTEAGLE" £40.
 Passengers only, at intermediate rates, affording superior accommodation for that class. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. CRADDOCK, Acting General Agent, Corner Pedder Street and Praya.
 Hongkong, 12th September, 1906.

F. BLACKHEAD & CO. SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

GROUND FLOOR, ST. GEORGE'S BUILDING, HONGKONG.
 SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S KAHTJEN'S GENUINE COMPOSITION RED HART BRAND, HARTMANN'S GREY PAINT, DAIHLERS PATENT MOTOR LAUNCHES, &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.
 EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.
 REASONABLE PRICES.
 Hongkong, 7th March, 1905.

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.

CABINET-MAKERS AND ART DECORATORS, from Shanghai, has re-opened their FURNITURE STORE

No. 35, DES VEAUX ROAD CENTRAL.
 The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required. Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Ltd., Firms and other leading Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd. write as follows:—"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co., Ltd.
 ORDERS punctually attended to, and CHARGES most moderate.
 AN INSPECTION INVITED.
 Hongkong, 1st March, 1906.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.
 PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.
 Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
PRINZ HEINRICH	WEDNESDAY, 26th September.
GNEISENAU	WEDNESDAY, 10th October.
PRINZ LUDWIG	WEDNESDAY, 24th October.
PRINZESS ALICE	WEDNESDAY, 7th November.
ROON	WEDNESDAY, 11th November.
BUELOW	WEDNESDAY, 5th December.
PRINZ REGENT LUITPOLD	WEDNESDAY, 19th December.
PRINZ KETEL FRIEDRICH	WEDNESDAY, 2nd January, 1907.
SEYDLITZ	WEDNESDAY, 16th January.
PRINZ HEINRICH	WEDNESDAY, 30th January.
GNEISENAU	WEDNESDAY, 13th February.
PRINZ LUDWIG	WEDNESDAY, 27th February.

ON WEDNESDAY, the 26th day of September, 1906, at Noon, the Steamship PRINZ HEINRICH, Captain P. Grosch, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 24th September, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 25th September, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 25th September. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Women can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR ...	£61. 0. 0.	£42. 0. 0.	£22. 0. 0.
Return	91. 0. 0.	63. 0. 0.	33. 0. 0.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG ...	65. 0. 0.	44. 0. 0.	24. 0. 0.
Return	97. 0. 0.	66. 0. 0.	36. 0. 0.
TO NEW YORK VIA SUEZ:			
VIA NAPLES, GENOA OR GIBRALTAR ...	64. 0. 0.	44. 0. 0.	26. 0. 0.
Return	115. 0. 0.	79. 0. 0.	47. 0. 0.
VIA BREMEN OR SOUTHAMPTON ...	68. 0. 0.	46. 0. 0.	27. 0. 0.
Return	123. 0. 0.	83. 0. 0.	49. 0. 0.

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltair and travelling to Bremen or Southampton overland the SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE to CALCUTTA, in stead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, SAMARAI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STEAMERS.	Tons.	SAILING DATES.
PRINZ SIGISMUND	3,302	TUESDAY, 16th October.
WILLEHAD	4,763	TUESDAY, 13th November.

ON TUESDAY, the 16th day of October, 1906, at Noon, the Steamship PRINZ SIGISMUND, Capt. D. Lens, with Mails, Passengers and Cargo, will leave this port as above.

The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class	1st Class	2nd Class
TO MANILA	\$50.00	\$30.00	\$20.00	Return \$80.00	\$50.00
TO NEW GUINEA	£28.—	£18.10	£14.00	Return £42.00	£27.15
TO BRISBANE	£30.—	£20.—	£14.—	Return £54.—	£36.—
TO SYDNEY	£33.—	£23.—	£15.—	Return £59.10	£41.10
TO MELBOURNE	£34.10	£24.10	£16.—	Return £62.5	£44.5
TO YOKOHAMA	\$80.00	\$60.00	\$40.00	Return \$170.00	\$120.
TO KOBE	\$95.00	\$70.00	\$50.00	Return \$170.00	\$120.
TO YOKOHAMA & back from KOBE to HONGKONG	\$140.00	\$100.00			

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer	£97. 0. 0.
TO EUROPE VIA AUSTRALIA AND AMERICA	96. 0. 0.
From Australia to New York via Vancouver by the C. P. R. Co.'s steamers, or via San Francisco by the O. S. S. Co.'s Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.	

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR	STEAMERS	ABOUT
YOKOHAMA & KOBE	PRINZ SIGISMUND	WEDNESDAY, 26th September.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PRINZ LUDWIG	WEDNESDAY, 26th September.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PRINZESS ALICE	WEDNESDAY, 10th October.

* Reaching Yokohama in less than 6 days.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.

VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co.'s steamers, P. M. S. S. Co., O. & O. S. S. Co., T. K. K. and from NEW YORK TO EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON	£61. 0. 0.
TO BREMEN	61. 10. 0.
TO PARIS VIA CHERBOURG	65. 0. 0.
TO NAPLES, GENOA VIA GIBRALTAR	65. 0. 0.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,

AGENTS.

Hongkong, 19th September, 1906.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft. bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Lieber, Scotts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

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JAVA-CHINA-JAPAN LINE. REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJILIWONG.	JAVA	Second half September	JAPAN VIA SHANGHAI	Second half September
TJIMAH	JAPAN	Second half September	JAVA PORTS	Second half September
TJIBODAS	JAVA	Second half October	JAPAN VIA SHANGHAI	Second half October
TJIPANAS	JAPAN	Second half October	JAVA PORTS	Second half October

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE JAVA-CHINA-JAPAN LINE.

Telephone No. 375.
 YORK BUILDINGS, 1st Floor.
 Hongkong, 12th September, 1906.

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WEST RIVER BRITISH STEAMSHIP CO. HONGKONG-KONGMOON AND KAUKONG LINES.

S.S. "TAK HING."

SAILS every SUNDAY, TUESDAY, and THURSDAY, at 7 P.M., for the above Ports. THE ROUND TRIP OCCUPIES ONLY 36 HOURS.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI"

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 5 1/2 DAYS. THE steamers sail from HONGKONG to SAMSHUI, SHUIHING, TAKHING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip \$50
 These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity. For further information, apply to—

BUTTERFIELD & SWIRE, AGENTS, WEST RIVER BRITISH S.S. CO., HONGKONG.

Hongkong, 23rd December, 1905.

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EYES

RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
 3, FEDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lesica Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
 LONDON, CALCUTTA, SHANGHAI,
 21, John Street, Bedford Row, W.C. 59, Bentinck Street. 566, Nanking Road.
 Hongkong, 27th November, 1905.

THE HONGKONG STUDIO.

HIGHER CLASS PHOTOGRAPHER.
 41 & 43, QUEEN'S ROAD CENTRAL, TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE
 Hongkong, 15th September, 1905.

NIKKO CO.

WHOLESALE AND RETAIL DEALERS, in all kinds of

JAPANESE FINE ART CURIOS, TEA SETS, and SATSUMA WARE.

At Moderate Prices.
 Orders Promptly Executed.

No. 5, ARSENAL STREET, Hongkong.
 Hongkong, 28th April, 1906.

A. CHAZALON & CO.

JUST UNPACKED.

ANCHOVY IN OIL (Boneless). STUFFED OLIVES. SARDINES (Boneless). DO. AU CITRON. FISH PASTE FOR SANDWICH. PUREE DE FOIE GRAS DO. AND

Other Picnic size tins of PRESERVES. FRENCH BISCUITS. HUNTLEY & PALMER'S BISCUITS and CAKES. CROSSE and BLACKWELL'S SAUSAGES, STRAKEY BACON, BATH CHOP, &c.

AND GERMAN SAUSAGES, ASPARAGUS, and other VEGETABLES.
 Hongkong, 21st July, 1906.

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Intimations.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

RAINIER BEER.

SPARKLING
INVIGORATING
HEALTH-GIVING.During the Hot Damp
Weather when Heavy
Drinks are out of the
Question one's thoughts
naturally turn to
'RAINIER.'Per Case of 4 doz. quarts \$16.50
Per Doz. quarts 4.20
Per Case of 6 doz. pints 16.50
Per Doz. Pints 2.75A. S. WATSON & CO.,
LIMITED.

ALEXANDRIA BUILDINGS.

Hongkong, 4th September, 1906

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"THE HONGKONG TELEGRAPH" should be
addressed to The Editor, 1, Lee House Road, and
should be accompanied by the Writer's Name and
Address.Ordinary business communications should be addressed to
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world is 30 cents per quarter.
Single Copies, Daily, ten cents; Weekly, twenty-
five cents.

BIRTH.

On the 20th instant, at Victoria Hospital,
Hongkong, the wife of Mr. J. C. RITCHIE,
Naval Yard Extension, Hongkong, of a son.
Aberdeen (Scotland) papers please copy.

The Hongkong Telegraph

HONGKONG, SATURDAY, SEPTEMBER 22, 1906.

CHINESE MAGNANIMITY.

There are probably few foreigners in Hongkong to-day who have not, at one time or another, read some of the effusions of globe-trotters, and others of that ilk, who, on reaching home, after spending an hour in the East and Farther East, consider themselves fully competent to write authoritatively about countries with which they have become but cursorily acquainted. To dash through a country, on a Cook's tourist ticket, is not to see that country; and yet the flood of "literature" (save the mark!) foisted upon a too confiding public at home, has been and we suppose will continue to be endless. And thus it is remarkable the astonishing reports we read of ourselves, from abroad, as a result of these globe-trotters' fairy tales! Not very long ago we read in a home paper that, in Hongkong, male servants had been abolished, females taking their place, as being more satisfactory, and we had to rub our eyes and read again, for surely, we thought, we had not read aright. It was, indeed, news to us. Then, how often we hear of the callousness of the Chinese, in the face of sickness, disaster and death—other peoples' death, be it understood. And now comes a conclusive refutation of these ridiculous imputations, of

Western stay-at-homes, or Cook's tourists, in the form, first of all, of an immediate relief subscription-list, circulated among the Chinese by themselves, and promptly and largely subscribed to, while many of the Chinese, in a position to do it, have taken in, housed, clothed, and fed the unfortunate survivors of the terrible disaster of Tuesday last—survivors who have not only lost their poor little all, but even their humble floating homes, and only means of livelihood as well. Promptly, without any outside suggestion, the sympathetic Chinese came forward with their assistance, ready to put down large sums, as soon as they knew who was to take charge of, and administer, the Fund. Next comes the unexpected and most welcome telegram from the Chinese in San Francisco—themselves but just recovering from the effects of a disaster of another nature—the terrible earthquake, with the awful details of which the world is now familiar. And what did that telegram contain? Were there merely words of sympathy which too often mean nothing, and carry but little consolation to the needy and the distressed? Was there an offer of pecuniary assistance, should it be needed? No; and herein the sterling worth of the Chinaman is shown. They did not wait for any offer to be accepted or refused. They did not wait for an appeal to be made. They have learnt, through the efficiency of the News Agency, the awful calamity that has befallen their fellow-men. They have heard, by means of their sensitive mental vision, "the cry of the children"—the widows and the orphans. And without a single day's hesitation they have shown their practical sympathy by sending the money itself, for the assuaging of the dire sorrow and distress of their brethren over the seas. On the same day that they received the news of the terrible catastrophe here, they despatched by cable the sum of \$10,000, with the intention of more to follow. This seems something like magnanimity, and is surely one of the many fine traits in the admirable character of the Chinese. The spontaneity of this, and similar acts in Hongkong, proves the worth of the Chinaman when distress looms large about him, and thrusts back the lie as to his callousness to human suffering and grief, in the teeth of the liar.

LOCAL AND GENERAL.

His Excellency the Governor has been pleased to recognize, provisionally and pending the receipt of His Majesty's Exequatur, Mr. F. D. Barretto as Consul for Mexico in this Colony.

The annual general meeting of the Hongkong Cricket League will be held on Friday, 28th instant, 5.30 p.m., in the Colonial Secretary's Office (by kind permission), for the purpose of passing the report and accounts for the season 1905-6.

The offices of the Supreme Court will be open daily during the Long Vacation, except upon public holidays, from 10 o'clock in the forenoon, until 4 o'clock in the afternoon, subject, however, to the provisions of section 5 of the "Supreme Court (Vacation) Ordinance, 1898," so far as it relates to the criminal sessions, from the 20th day of September, 1906, until the 17th day of October, 1906 (both days inclusive).

The Chinaman, who recently fell over the side of a hill at Shau-ki-wan, while being chased by police officers, was led before Mr. F. A. Hazell, at the Police Court, this morning, charged with boiling opium and being in unlawful possession of a quantity of illicit opium. He was fined \$40. Although the coolie was not killed in his downfall—a distance of about thirty feet—there is not the slightest doubt that he is crippled for life.

That the Chinese are not the only people imbued with superstition is evident from the fact that yesterday morning a European gentleman, who is the possessor of a launch, was asked for the loan of his launch to collect dead bodies. They offered a handsome sum for the hire of the launch, but the owner would not come to any terms. He was even offered, it was said, the sum of \$5 for every dead body his launch picked up, but the owner was firm and refused.

At the church, the funeral service of Mrs. Craigie ("John" Liver Hobbs) on the 17th ult., was conducted by the Rev. Monsignor Browne, the Rev. Father Deibel, the Rev. Dr. Mengam, and the Rev. J. Rickaby. The Requiem High Mass was sung in Georgian plain chant, and the volunteers on the organ included Chopin's and Mendelssohn's funeral marches. The church was quite filled at the opening of the service, and among those present were the American Ambassador and Mrs. Whitehead Reid. In the course of the service the Rev. Monsignor Browne delivered a funeral oration. He said a life such as that of Pearl Mary Teresa Craigie, conspicuous in the eyes of the world, was liable to be judged only by what people saw or hear of it, rather than by the real activities that inspired it. The life, however, of her whose remains lay under that pall was one of practical and unselfish Christianity. She was always ready to help generously in cases of need that were brought before her, and she gave us what was far more precious than gold—the bounty of her kindness and sympathy. The address was followed by Absolutions at the catafalque, and then the coffin was removed to Kensal Green, where the service was concluded with the interment.

THE TYPHOON.

GHOULS AT WORK.

BISHOP HOARE'S BODY SEEN.

MEETING OF THE RELIEF COMMITTEE.

Further particulars of the disaster which befall the Colony on the 18th inst., continue to reach us from various sources; the details of the yet unchronicled incidents are given below. Much have unavoidably to be held over for want of space, and the facts relating to some of the outlying districts have had to be kept out from the present issue on that account.

HONGKONG TYPHOON RELIEF FUND.

Mr. H. E. R. Hunter, hon. treasurer of the Hongkong Typhoon Relief Fund, writes us as follows:—

His Excellency the Governor having appointed Hon. Sir Paul Chater, C.M.G., chairman of a Committee and Mr. H. Hunter, hon. treasurer, a meeting was held at the office of the chairman this afternoon, at which the hon. Mr. E. A. Hewitt was appointed hon. secretary.

It was arranged that a sub-committee under the chairmanship of the Hon. the Registrar General should be appointed, which would deal with immediate cases of distress, and also consider the claims of formally registered owners of junks and sampans to assistance, in order to repair or rebuild their craft.

It was announced that the European and American subscriptions already amounted to about \$20,000 and it was hoped that that figure would be at least doubled. The Chinese subscriptions already amounted to about \$25,000 including \$10,000 returned from the proposed San Francisco Relief Fund.

FOR THE BISHOP'S BODY.

A FURTHER SEARCH.

All hope of recovering the body of the late Bishop of Victoria has not been abandoned, and now there appears to be some chance of securing the mortal remains. The master of the *Shoohing*, which arrived from the Canton River yesterday, reported that at 2 p.m., on Thursday, he saw four bodies floating in the direction of the Brothers, three being Chinese, and one undoubtedly a European, for it was wearing a white sweater and a Roman collar, and he therefore believed it was the body of the Bishop. This report was immediately communicated to the Rev. A. Stephens and the Rev. W. Bunbury, and arrangements were made at once to go in search of the body, for it was believed that in the condition of the wind and tide prevailing, the bodies would be driven on to the Brothers, and so might be recovered. Accordingly, yesterday afternoon, the Rev. Mr. Bunbury went out in the *Shakley*, taking a coffin with him, in case the body, if recovered, should prove to be that of the Bishop. The Brothers are situated between Lantau and Castle Peak.

H. K. C. & M. STEAMBOAT CO.

THE "KINSHAN."

Arrangements not having been completed for the departure of the *Canton River* (dredger) yesterday for the scene of the stranding of the *Kinshan* in Castle Peak Bay, the vessel left on her mission this forenoon. Capt. W. E. Clarke, acting secretary of the Hongkong and Canton and Macao Steamboat Co., Ltd., left on board the *Canton River*. He will superintend the operations for the dredging of the mud bank, on which his company's fine vessel lies. There is every hope that the *Canton River* will be successful in her mission, and we trust to be able to announce in our next issue the safe return of the *Kinshan* to this harbour.

THE S.S. "HEUNGSHAN."

As soon as the dredger can be spared from the *Kinshan* she will proceed to the scene of the *Heungshan's* wreck, and there Capt. Clarke will again direct operations. From previous reports of the dangerous position of the *Heungshan*, lying she does wedged in on the rocks, the task of saving her should be a difficult one and not nearly so hopeful. It is, however, sincerely to be wished that difficult as the undertaking may prove success will attend the efforts of the salvagers. A report, which reached us earlier in the forenoon, left but little hope for the good *Heungshan*. It was stated that when passed by an incoming steamer last night no lights could be seen on board the riverboat and it was concluded that she must have broken her back. One thing, however, is certain the stern of the *Heungshan* was lying low in the water. With a view of obtaining reliable information a representative of the *Hongkong Telegraph* called at the office of the Company when he was informed that the latest official report to reach the Company's office before last evening since when no later news concerning the *Heungshan* had been received.As soon as the report of the *Heungshan's* stranding reached Macao, H.F. Senhor Matilao, Montenegro, Governor of the Portuguese colony, tendered to the Company's agent at Macao, Mr. A. A. de Mello, the offer of the gunboat *Rio Lima* to stand by the stranded vessel. Kind as the offer was, the Directors of the Company declined it with many thanks, as Commodore Pigot Williams had already very considerably despatched one of His Majesty's torpedo-destroyers to Sam Chau where she is still by her.The enterprising captain of the *Protector* (salvage steamer), Messrs. Jebson & Co., agents, undertook to proceed to the *Heungshan* this forenoon on his own account. Equipped as the *Protector* is and successful as her attempts have been already with two of the partly submerged vessels in this harbour, if the journey is not already too late the *Protector* may yet be able to render a good account of her enterprise.

AN INCIDENT OF THE LOOT.

An Indian gentleman, who was a passenger on board the steamer *Heungshan* when she went ashore off Lantau Island during the typhoon, made a report to the police to-day in which he said he was the loser of several hundred dollars in hard cash. In relating the circumstances of the loss to the police the

gentleman was stated to have said that as soon as the ship became unmanageable the Chinese, who were in a frightened condition, took to the sea. One person, the gentleman said, before jumping into the sea, caught hold of him, by the coat pocket and jumped. His pocket was ripped and several important letters in which were enclosed the money were blown away.

THE S.S. "FATHAN."

The s.s. *Fathan* is still in her secure position in Hungnam Bay. A second attempt was not made, as was expected yesterday, to tow her off to-day. She lies in too shallow water, and now the opportunity is awaited for the highest tide when the *Robert Cooke* will make her second and, probably, the successful effort to pull her off. Meanwhile there is absolutely no fear as to her safety.

THE COMPANY'S SCHEDULE.

An amended schedule of the river service appears on the second page of this issue.

THE DOCK CO.

THE S.S. "JOHANNE" REFLOATED.

The s.s. *Johanne* was refloated last night. The *Protector* was employed to pump the water out of the *Johanne's* submerged stern. This proved to be a comparatively easy job for the *Protector* with her powerful pumps, and by this morning the damaged steamer was safely alongside the Dock Co's wharf at Kowloon, having been towed across the harbour by the *Protector*.

THE "SORSOGAN"

Messrs. Jorge & Co., the Hongkong representatives of the owners of the *Sorsogan* in Manila, received instructions this morning to leave the refloating of the vessel to the Dock Co.; the damage sustained by the *Sorsogan* by the typhoon will, we understand, be made good by the underwriters.

CAPTAIN G. DODDS.

To the list of rescuers, who by their heroism have been instrumental in saving hundreds of lives, must be added the name of Capt. G. Dodds, of the dredger *Canton River*, who rescued seventeen Chinamen on the fateful morning of the 18th inst.

Mr. W. F. Ford, harbour engineer, in the employ of the Docks, had a unique experience. He was on board the launch No. 1. As soon as the weather became threatening on Tuesday he let go two anchors in midstream, but these soon dragged and working alone unaided by the crew, he managed to drift down to the bay right opposite. Fenwick's works without the least damage. A junk which was drifting towards the No. 11 was run into and sank by her.

Launch No. 2, also belonging to the Dock Company, was carried by the waves right across the Aberdeen yards and landed over the roofs of the Chinese employees' houses, breaking through the kitchen and damaging it.

THE T.B. "FRONDE"

Here is every hope of raising the French torpedo-boat *Fronde*, although to all appearances she is as good as a total wreck.

MISCELLANEOUS REPAIRS.

The American sailing ship *J. P. Chapman* is shortly to be docked for repairs. It is reckoned that from twenty to thirty vessels will have to pass through the hands of the Dock Co. as a direct result of the typhoon.

THE S.S. "KWONGCHOW."

Messrs. W. S. Bailey & Co. were busy for the greater part of yesterday, making an examination of the submerged *Kwongchow* opposite the Godown Co's premises at Kowloon. Divers were sent down to ascertain the exact condition of the vessel, and were glad to be able to state that they found her apparently comparatively little damaged. The *Kwongchow* lies on a soft bottom, with her bow embedded in the soft mud, some three feet or so. She has only a few plates dented due to her bumping against the wharf before being carried away by wind and water across to Kowloon. The report that her entire crew was lost is incorrect, inasmuch as only the skipper (Capt. Meade) and the 3rd engineer were lost with the vessel. All the other members of the crew were saved.

THE GAS WORKS.

ESCAPED SCATHELESS.

Too much praise cannot be bestowed upon the staff of the Gas Works for maintaining the City service without interruption through a trying time, from the worries of which the works did not entirely escape. Although no actual damage was caused to any part of the works the company's premises were, at one time, while the typhoon lasted, in considerable danger of being flooded by sea and rain water. The entire yard was inundated to a height of three feet of water, and it was due to the untiring efforts of the European staff that the water could be kept out of the retort house and back from the fires, that the manufacture of gas was not discontinued. In this connection it should be mentioned that Mr. J. McCubbin, resident engineer; Messrs. E. W. Terry, A. Sheffield and W. Goodfellow worked incessantly for hours to avert the danger of flooding. Several gangs of Chinese coolies were employed to bale out the water, and to prevent a greater inrush than the baling gang could successfully cope with all the inlets were blocked with planks and clay. The only damage sustained by the Gas Co. was twenty broken street posts and a large number of lamps blown down by the terrific force of the wind. The Praya in front of the works was completely torn up, and in consequence a portion of the gas-main under water in the westernmost district was damaged by a quantity of water, getting in through the broken lamp-service pipes, partly shutting off the street lamps only. The house service, however, was not interrupted at all. By promptly employing men to pump the m-las clear of water before midnight of Wednesday, the Company was able to restore the lighting to this part of the island. Two sampans were washed ashore near the Gas Works, but no other wreckage or dead bodies have been found there. The Company is to be congratulated on its exceptional good fortune in escaping practically scatheless.

A PITEROUS SIGHT.
If any further sign were wanting as to the degree of poverty and destitution of the unfortunate sufferers by the late visitation, it would be found in the sight of the groups of half-starved looking women and children grubbing—literally grubbing—amongst the already offensively-smelling refuse and garbage of all descriptions, which has been lying in piled up heaps along Connaught Road, since Tuesday last, for what they can find. These poor creatures carry small baskets, and every now and again, they may be seen picking up and depositing in the baskets some "treasure-trove," though goodness only knows of what it consists. Out of such offal what can come? And yet they seize upon their "finds" with avidity, ready to quarrel with anyone who dares to dispute their right to it. Can one imagine a more pitiable sight?

DRIFTED BUOYS REPLACED.

Mr. E. Jones, Assistant Harbour Master, as well as Mr. M. McIver, and Mr. Meugens, boarding-officers, had another very busy day—the former securing and replacing in position, buoys that had got adrift, and fixing moorings that had also got adrift through dragging, and the latter cleaning the harbour, and ridding it of its flotsam and jetsam. In all, 15 buoys were secured or replaced in their proper positions, but it will take some days before the two new Fairway buoys will be ready for re-placing, as, by the appearance of them, they seem to have been in some sort of collision—probably with derelict junks floating by—and may need to be repaired before they can be moored once again in their places.

TO BLOW UP WRECK.

As the wrecks in the harbour may drift on to the Fairways and become a menace to navigation, arrangements are being made by the Harbour authorities and the naval authorities to blow up all those wrecks in the harbour which cannot be otherwise dealt with, and which there is now no chance of salvaging. The fore-part of the foundered s.s. *San Cheu* is drifting out into the harbour.

THE HARBOUR OFFICE.

We are requested to state that the Harbour Office will be open for business to-morrow (Sunday) as on week days.

DONALDSON'S BODY RECOVERED.

The steam launch *Dayspring*, which went about the harbour yesterday, on an errand of rescue, recovered the body of Mr. Donaldson, which was removed to the mortuary, to await interment. No trace has so far been found of the bodies of the children.

HARBOUR DEBRIS CLEARED.

The greater part of the debris, wreckage, and so on, has been now cleared from the central part of the harbour, under the superintendence of Mr. Meugens, boarding-officer, and but for the extraordinary absence of the sampans and small junks, sometime so much in evidence, and quite one of the features of the harbour, the latter is gradually assuming its normal condition and appearance. But there is a significant, not to say pathetic, absence of the cry of "Sampans!" "Sampans!" which usually greeted everybody going down the street towards Blake Pier, and along Connaught Road Central—the cry so lately emanating from old women and very small children alike. But the aforesaid criers of "Sampans!" "Sampans!" have changed their cry, and now along the Praya West is to be heard instead the mournful appeal for *cumshu* and *cheu-chow*, and the appellants look, in most cases, as if they needed it, and but few Europeans, and the better class of Chinese, turn a deaf ear to that appeal.

SCARCITY OF LABOUR.

From every police station in the Colony comes the cry of the scarcity of hands to assist the police in the work of relieving the waters of Hongkong of its dead. The superstition the average coolie has of handling dead bodies is the means of throwing more work on the shoulders of the police. Many of the coolies preferred to sacrifice the inducement offered to take part in the gruesome work. There is no doubt that a number of coolies, casting aside the old ideas, have done good work with the police, but there are a few, who, although signifying their willingness to take part in the work might as well have been at home for all the assistance they rendered.

Three officers from No. 2 Police Station—Inspector Gourlay, Sergeant Lee, and P. C. 37 Hynes—whose object it is to rid the waters of Wanchai of the corpses as soon as possible deserve every credit for the good work they have done so far. If every policeman has worked hard during the past few days, P. C. Hynes has done doubly so, for as soon as operations for the removal of bodies from the harbour were commenced this officer has been in the harbour every day, waist deep, dragging out the bodies, and which were "boxed" by Inspector Gourlay and Sergeant Lee, who were assisted by a number of coolies.

PICKING UP THE DEAD.

The four launches, which were engaged by the Tung Wa Hospital to patrol the waters and to pick up the dead, have gathered in quite a large number. Attached to each launch is a raft, and an eye-witness states that on one of these rafts last evening there were fully fifty corpses. The exact number of bodies recovered by these launches could not be obtained.

POLICE LAUNCH SAFE.

Police launch No. 3, which has been missing since the 18th instant, with Sergeant Boulger and P. C. Berry aboard, is reported to be safe. No particulars could be obtained from the police to-day regarding the launch. Where she is, what happened to her during the typhoon, and what casualties occurred on board, were questions put to the police, but no reply could be obtained. They knew nothing more than that No. 3 is safe.

DEAD POLICEMAN SEEN.

The body of Indian policeman 873, who was drowned while returning to his station at Sam-chun, on board the steam launch *Ying Fat*, was seen floating in the harbour last evening, and was later picked up by the search party.

ROBBING THE DEAD.

The campaign against looters is still being vigorously carried out by the police at every

station in the Colony, and a large number of men are arrested daily for plundering. This morning, at the Police Court, a coolie, who said that he was engaged by the Tung Wa Hospital to pick up corpses, was charged by Inspector Gourlay with robbing the dead. The coolie was seen to have dragged the body of a woman out of the water, placed her on the beach, and removed from the hands a jade-stone bangle. Mr. F. A. Hazell dealt with the coolie very strongly and sentenced him to six weeks' hard labour and six hours' stocks.

AN INDIAN CHARGED.

An Indian, who is connected with a regiment at Kowloon, was also charged with being in unlawful possession of a large quantity of cotton. The defendant obtained the cotton from the beach at Kowloon; and as he had nothing to say, Mr. Hazell fined him \$3.

TUNING UP A PASS BOAT.

Two fishermen came before the Court, charged with plundering a passboat. The boat, which is owned by a stall-holder of the Central Market, turned turtle off Cap-aui-moon during the gale. Yesterday afternoon the defendants were seen smashing her up in search of loot. Finding nothing the men removed part of the boat. Mr. Compertz sent them to gaol. Another coolie at Yau-ma-ti had 4,437 sheets of copper in his house when the police paid him a visit. But an Aberdeen fisherman was the best of all. He came over to Hongkong on purpose to obtain a marine hawk, who accompanied him back to Aberdeen. The fisherman got to work at once on arrival and was seen wrenching off zinc plates from the collapsed buildings and selling it piece by piece in the marine hawk, who sat near by. They were doing well, until Inspector Dymond marched the pair off to the station. This morning the fisherman had \$50 to pay and six hours' stocks, while his friend, the marine hawk, contributed \$5, for receiving stolen property.

DEAD BODIES.

A gentleman who came to town from Shau-ki-wan this morning said that all along from Shau-ki-wan and as far down as Causeway Bay, the water, and the beach are strewn with corpses. Inspector Robertson, of Shau-ki-wan Police Station, reports that up to the present he has not discovered the bodies of any European floating down his way.

MORE MISSING.

Almost every hour of the day some person makes a report that somebody is missing, and the police at a few stations were kept busy yesterday taking down the particulars of every report made.

TSM-TSUI.

Inspector Langley, of the Water Police Station, reports that over fifty bodies were picked up in the harbour at Kowloon yesterday.

THE NEW TERRITORY.

ON SHORE.

After three days without being able to communicate with Hongkong, the police reports from the New Territory, giving particulars of the damage done, arrived in the Colony this morning. At Tai-po, we gather that nine persons—five of that number being an entire family, the head of which was employed in the Land Court—were killed by collapsing houses.

A large number of houses have collapsed there and in the surrounding districts and a good few seriously damaged, some being in danger of collapsing.

At Tai-po there were several handlids, and part of the road has been washed away.

AFLOAT.

Again the sampan folks were the worst sufferers. According to the official report we learn that a number of boats were destroyed, while some thirty-six persons are reported missing.

NO WORD FROM OTHER STATIONS.

The absence of reports from Sheung-shui and Sai-kung police stations suggests that no damage was done to them by the typhoon and that they had nothing to report.

THE SHARE MARKET AFFECTED.

Messrs. Erich Georg & Co. make the following remarks concerning the typhoon in their share report of to-day's date:—Since the issue of our last circular very little has been done in shares, business having been interrupted, partly by the typhoon which passed over the Colony on the 18th inst. and partly owing to the Jewish new year holidays. On the morning of the 17th inst. the centre of a typhoon passed over the Colony, and although it spent its force in the short time between 9 and 11 a.m., the havoc wrought on shore and afloat, especially on the water, is terrible to contemplate, and the losses are calculated to amount to several millions of dollars, besides causing a fearful loss of life afloat. On the Hongkong side of the harbour hardly a wharf or pier remained undamaged, but we are glad to say that the wharf of the Hongkong, Canton and Macao Steamboat Company sustained comparatively little damage. On the Kowloon side the newly built landing stage and shelter of the Star Ferry Company is nearly gone, and of the three fine long piers of the Hongkong and Kowloon Wharf and Godown Company two are badly damaged, having been stripped of all the upper wood-work, only the piles remaining standing. This Company had also nearly all their lighters sunk, of which, however, as we have already said, and it is expected that the majority of them will be recovered. Besides innumerable lighters, steam launches, junks and smaller craft, about thirty-five steamers have been either sunk, stranded or otherwise damaged. The Star Ferry Co. had one of their steamers stranded in Kowloon Bay, where the Hongkong, Canton and Macao Steamboat Company's steamer *Fathan* is also ashore, but her damage does not appear to be very heavy; the same Company's steamer *Kinshan* lies stranded on a sandy beach in Castle Peak Bay, and it is expected that she will be got off in a few days, while the same Company's steamer *Heungshan*, which went on the rocks at Sam Chau, a small rocky island north of Lantau, although heavily damaged, may perhaps be got off also. Naturally the market value of boats and wharves dropped immediately, the former to 25, and the latter to 50, but on the other hand the local Dock Company's shares have improved rapidly, and are wanted now at \$55, as the Company has paying work in view to last it for over six months at least. There has been very little done in other stocks and quotations remain pretty much unchanged.

The following telegram is from the U. S. Consul-General:—

"Manila Observatory, 8.10 a.m. "September 22nd 1906. "The typhoon entered China Sea near parallel fourteen north at eight a.m. moving 10 West by North."

TELEGRAM.

"HONGKONG TELEGRAPH" SERVICE.

THE SHANGHAI TRAGEDY.

HYNDMAN COLLAPSES IN COURT.

WHEN NARRATING HIS LOVE-STORY.

THE JUDGE'S SENTENCE.

[From Our Own Correspondent.]

Shanghai, 21st September, 7 p.m.

The trial of Peter S. Hyndman was concluded at 11.30 a.m. in the Supreme Court at a late hour to-day.

Hyndman made a statement to the Bench, and only broke down when he was telling the Court his love for Mrs. Rose.

Counsel for the defence, in presenting his case to Judge and jury, made an impassioned and stirring appeal for prisoner's life.

At this stage of the trial unprecedented crowds had assembled in the Court and others, who could find no accommodation within, stood outside.

The Judge, in summing up, made a great speech.

The Jury found prisoner guilty of manslaughter only under great provocation.

The Judge passed sentence of eighteen months' imprisonment.

Upon sentence being pronounced, there was a popular demonstration in Court.

[The incident in this case was that Hyndman feloniously and unlawfully with malice aforethought did shoot one Mrs. G. H. Rose with a revolver thereby doing her grievous bodily harm on the 1st September, 1906, and with intent to kill. He was further charged with that he feloniously and unlawfully with malice aforethought, did kill and murder one Harry Smith by shooting him with a revolver on the 1st September, 1906, at No. 15 Haining Road.—Ed. (A.K.T.)]

CRIMINAL SESSIONS.

RETURNING FROM BANISHMENT.

At the Criminal Sessions this morning, before his Honour the Chief Justice, Hi Fu, alias, Tse Fu, alias Li Hong, was put upon his trial for disobeying the order of banishment, and returning to the Colony within the period of his banishment.

The Hon. Sir Henry Berkeley, K.C., Attorney General, instructed by Mr. G. E. Morrell, of the Crown Solicitor's office, prosecuted the prisoner being undefended.

The same jury who served on the murder case yesterday, again did service to-day.

Prisoner pleaded not guilty.

The Hon. the Attorney General said that the facts briefly were that in June, 1904, prisoner was arrested as being a rogue and a vagabond, and was sentenced by the Magistrate to three weeks' imprisonment, and to be banished on the expiration of his sentence, for a period of five years. He was banished. On the 9th of September, this month, he returned to the Colony, and was at once arrested. Now, in the Ordinances of this Colony was a very useful and proper clause, which he, the Attorney General, did not think was included in the laws of any other British Colony. It provided for the protection of the lives and property of the inhabitants, by giving power and authority to the Magistrates to get rid of undesirable by banishing them from the Colony. This was very necessary here, as otherwise we might be inundated with all sorts of undesirable from the interior of China. In the case of the prisoner, he was banished by order of the Magistrate on the 25th June, 1904, for five years, but he returned with in that period, on September 9th, 1906. He was banished under the name of Li Hong, but he now said his name was Hi Fu, alias Tse Fu. So the matter turned upon the question of identification. In this regard the police had a very perfect system for identification. When a man was ordered to be banished he was photographed, and the photograph was filed in a book, together with a full description of the banished, and describing any marks, scars, wounds, lost teeth, etc., that might assist in his identification. It was therefore for the jury to consider, after hearing the evidence, whether the man in the dock was the returned banished.

Police evidence was adduced to the above effect, the photo and description of the man were produced, and the jury retired to the Bar Library, and there examined the man, comparing his features with the photograph, which were identical, as were also the marks found on his body, with the official description. Thus the prisoner's plea of mistaken identity at once fell through. When they returned into Court, the jury returned a verdict of guilty against the prisoner who was thereupon sentenced to one year's imprisonment with hard labour.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

THE LATE BISHOP NOARE.

MEMORIAL SERVICE.

AT SHANGHAI.

[From Our Own Correspondent.]

Shanghai, 22nd September, 12.5 p.m.

There will be a Memorial Service here on Sunday, the 23rd inst., for the late Bishop Noare.

Bishop G. E. Moule, of Hanchow, and Bishop F. R. Graves will attend.

[Reuter's.]

Accident to the Scotch Express.

LONDON, 20th September.

The Scotch Express has been wrecked at Grantham, where it ran off the rails, fell over an embankment, and caught fire. Seven are known to have been killed and many injured.

Later.

Ten were killed and sixteen injured in the Grantham accident.

The Chinese Customs.

At a meeting of the committee of the China Association, it was decided to make further representations to the Government to reconsider their attitude to the administration of the Chinese Customs.

The Princess Royal.

It is officially announced that the Princess Royal is making satisfactory progress; but that, owing to the severity of the operation, she will be unable to leave her bed till next week.

Affray Between Russians and Japanese.

A Russian patrol boat surprised six Japanese vessels poaching on the shores of Kamtschatka and a desperate fight followed, in which seven Russians and many Japanese were killed.

The Japanese managed to regain their ships, and escaped after a running fight, during which 19 Russians and 12 Japanese were killed.

Russia.

Owing to the alarming outlook in Odessa, the Consulates have been provided with guards, at the request of the Consuls.

INDIAN ATTEMPT AT SUICIDE.

ALLEGED TO BE INSANE.

An Indian named Kassim, said to be a "sweeper" to the 129th Baluchis, was remanded at the Police Court this morning, for him to be examined as to his mental condition. Kassim was charged with attempting to commit suicide at Kowloon, on the 17th inst.

The unfortunate man, who was alleged to have been formerly an inmate of the Reginald Asylum, was found in the harbour at Kowloon on the afternoon in question, and, according to the police, finding the water too cold, he swam ashore, where he made another attempt on his life. Gaining shore, the Indian picked up a huge stone and brought it down several times on his head, causing great injuries to his skull. His actions were noticed by a policeman, and Kassim, pointing with blood, was removed to the Water Police Station, and later transported to the Government Civil Hospital. That the man is insane cannot be doubted, and that he will soon be, if not already, an inmate of the Reginald Asylum is a foregone conclusion.

SHIPPING AND MAIL.

MAILS.

Canadian (Empress of China) 23rd inst.
American (Hongkong Maru) 24th inst.
German (Prinz Heinrich) 24th inst., 6 p.m.
German (Prinz Ludwig) 25th inst., 6 a.m.
Indian (Salsang) 25th inst.
American (Korea) 4th prox.
Canadian (Tartar) 18th prox.

The P. & O. S. N. Co.'s s.s. Nile left Singapore for this port on 21st inst., at 10 a.m.
The Glen Line s.s. Glenavon from London and ports left Singapore on Friday, the 21st inst., for this port.

The M. M. Co.'s s.s. Polynezie, which left Hongkong on Wednesday, the 19th inst., for Saigon and Europe, arrived at Saigon this morning, at 8 o'clock.

The Imperial German Mail s.s. Prinz Sigismund left Manila on Friday, the 21st inst., 1 p.m. and may be expected here on Monday, the 24th inst., morning.

The P. M. S. S. Co.'s s.s. Korea, carrying the American mail from Yokohama for this port on the 23rd inst., where she will be due to arrive on the 4th prox.

The Imperial German Mail s.s. Prinz Heinrich left Shanghai on Saturday, the 22nd inst., at 10 a.m., and may be expected here on Monday, the 24th inst., at 6 p.m.

The Imperial German Mail s.s. Prinz Ludwig carrying the German Mail with dates from Berlin of the 28th ult., left Singapore on 21st inst., 9 a.m., and may be expected here on 25th inst., 6 a.m.

THE DOUGLAS STEAMSHIP COMPANY, LIMITED.

The report for presentation to the shareholders at the twenty-third ordinary general meeting, to be held at the offices of the company, on Saturday, the 29th inst., at noon, reads:—The general managers have now to submit to the shareholders their report on the twenty-third year's working of the company, ended 30th June, 1906.

After paying all running expenses, premium of insurance, remuneration to the consulting committee, and auditors' fees, the amount at credit of profit and loss account is \$61,809.45, which with the consent of shareholders it is proposed to appropriate as follows:—

To pay a dividend of 5% on the capital of the company, absorbing \$50,000 and to write off the balance of \$11,809.45 from the value of the Company's properties on June 30th last.

The measure result of the year's working is attributed to the general dullness of trade, keen competition, and consequent low rates of freight, but chiefly to the inordinately high price of fuel during the period under review, which has been a serious factor against profitable working of the steamers.

The company's steamers have been maintained in their usual state of efficiency; and are in first class order.

An accident to the tail shaft and stern tube of the *Hatimur*, in March last, entailed extraordinary expenses, and an enforced withdrawal from the line at a time when her services were badly needed.

The amounts as freights due and accounts receivable have since been collected.

Consulting Committee.—Since last general meeting, Mr. C. W. Dickson and Mr. Robert Shevan resigned their seats on the Board and the Hon. Mr. W. J. Gresson and Mr. A. Babington were invited to fill the respective vacancies. The late Mr. C. H. Thompson resigned his seat on leaving the Colony. The committee now consists of Mr. A. Babington, the Hon. Mr. W. J. Gresson and Mr. A. G. Wood, who retire in terms of the Articles of Association but being eligible offer themselves for re-election.

Auditors.—The present accounts have been audited by Messrs. W. H. Potts and A. R. Lowe, who retire but offer themselves for re-election.

DOUGLAS LARRAK & CO., General Managers.

BALANCE SHEET FOR THE YEAR ENDED 30TH JUNE, 1906.

Liabilities.	
Capital account:—	
20,000 shares at \$50	\$1,000,000.00
Reserve fund	264,638.79
Underwriting account of the Company	91,562.43
Sundry accounts payable	46,455.03
Unpaid dividends	376.50
Unpaid bonus	138.05
Profit and loss account	61,809.45
	\$1,466,980.20

Assets.

Value of the Co's steamers:—	
<i>Hatimur</i> , <i>Hatching</i> and <i>Hatimur</i> , as per last report	\$1,725,000.00
Less amount written off as resolved at last general meeting	40,000.00
	\$1,685,000.00
Value of buoys and moorings at waiwau, Amoy, Tamsui and Hongkong, as per last report	\$40,772.05
Less amount written off as resolved at last general meeting	6,461.76
	\$34,310.29
Loans on mortgage	\$46,000.00
Hongkong and Shanghai Banking Corporation (current account)	16,001.04
Hongkong and Shanghai Banking Corporation (fixed deposit)	50,000.00
Freights due on 30th June, 1906	71,520.05
Sundry accounts receivable from agencies, &c.	54,535.46
Coal account, stock in hand	2,092.72
Cash in hand	7,530.64
	\$1,466,980.20

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDED 30TH JUNE, 1906.

To Dividend paid for year ending 30th June, 1905	\$70,000.00
Transfer to Reserve Fund	79,638.79
Amount written off for depreciation for year ending 30th June, 1905	46,461.76
	\$195,100.55
Exchange account	388.59
Auditors' fees	600.00
Remuneration to consulting committee for 12 months	2,000.00
Remuneration to general managers for office expenses for 12 months	10,000.00
Balance	61,809.45
	\$170,808.59

By Balance of profit and loss account, 30th June, 1905	\$195,100.55
General interest account	2,092.49
Interest on mortgage account	45,742.32
Coal account	1,027.00
Profit on running the company's steamers during the year	25,036.23
	\$270,808.59

CANTON DAY BY DAY.

VICEROY SHUM REMOVES HIS ANCESTRAL TABLETS.

[From Our Own Correspondent.]

Canton, 20th September.
It is reported that H.E. Shum has been granted a month's leave, and that he will go to Yunnan Province, together with his family, in a few days. Yesterday he removed his ancestral tablets to his own country in Kwei-lam-fu, in Kwang-shi Province, and his luggage has been got ready.

THE TYPHOON AT CANTON.

The typhoon broke over Canton on the 18th inst., when several junks were driven away to a distance of about two miles, and a boat, in which there were seven persons altogether, was upset; three were saved and the rest drowned.

THE SUPERINTENDENT OF POLICE.
The Canton Superintendent of Police, Mr. Ting Ngai Ching, was yesterday appointed by Viceroy Shum to be the sub-prefect of Tiger Bogue, and his place was taken by the assistant Superintendent of Police, whose situation is now vacant.

Yesterday a Chinaman was arraigned before the Canton Police Department and sentenced to wear the cage for two weeks. He had been guilty of stealing a pair of jadestone bangles from a curio shop in Tai Sun Street in the city.

[From A Correspondent.]

VICEROY SAYS HE "GOOD"

Canton, 19th September.

As Viceroy Shum will soon leave Canton for the new post of viceroyship of Yunnan and Kweichow, he has issued a proclamation to all his subordinates. In this proclamation he exhorts the officials to maintain the same standard of honesty, diligence, etc., as formerly in order to fulfil the wishes of the Government and the people, otherwise he would feel displeased with them.

A "COMMERCIAL" UNDERTAKING.

The 1st day of the 8th moon (the 18th inst.), being the day on which the shareholders of the Commercial News Company (a newspaper established by the Canton Chamber of Commerce) were to elect a committee and other officials, a large assembly made an appearance at the Chamber for that purpose. The chairman of the meeting, Mr. Hau Hi Chiu, read out 73 regulations governing the publication, election of officials, etc. of this company, before the shareholders cast their votes. The result of the poll was as follows:—Committee: Messrs. Ho Hoo Chiu, Ho Tai Sang and Mak Hin Ping; Inspector of works: Mr. Chow Yut Chiu; and Auditors: Messrs. Kwan Fuk Shan and Fung Hin Shing. The fully subscribed capital of the company is \$33,000.

THE TYPHOON.

A typhoon of a somewhat serious nature swept over the city yesterday afternoon. In the city many madheds were blown down and carried away, but so far no reports of serious accidents have been received. On the river, several sampans were sunk, whilst attempting to cross the river during the tempest. Steam launches were brought into use, for the conveyance of passengers backwards and forwards to Honan. The river steamer services are paralysed for the time being, only one steamer having arrived, and then immediately taking her departure from here.

INDUSTRIAL COLLEGE.

A short time ago Viceroy Shum proposed to establish an Industrial College, the selected site of which is where the Governor's yamen used to stand formerly. It is reported that the building will soon be completed and the 1st day of the 10th moon has been selected as the day on which the opening ceremony will be performed.

THE YOKOHAMA SPECIE BANK, LIMITED.

Following is the report presented to shareholders on the 10th inst.:—
Gentlemen:—The directors submit to you the annexed statement of the liabilities and assets of the Bank, and profit and loss account for the half-year ending June 30th, 1906.

The gross profits of the Bank for the past half-year, including yen 678,115 brought forward from last accounts, amount to yen 13,498,833 67 which yen 9,785,925 have been deducted for current expenses, interest, &c., leaving a balance of yen 3,712,908.

The directors now propose that yen 400,000 be added to the Reserve Fund, and yen 1,000,000 be appropriated to the Special Reserve Fund. From the remainder the directors recommend a dividend at the rate of twelve per cent, per annum, which will absorb yen 720,000 on old shares and yen 450,000 on new shares, making a total of yen 1,170,000.

The balance, yen 793,908, will be carried forward to the credit of next account.

YUKI YAMAKAWA, Chairman.
Head Office, Yokohama, 10th September, 1906.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—
On the 22nd at 12.10 p.m.—The barometer has fallen quickly at Manila, and it has also commenced to fall over S. China and Formosa. The typhoon has entered the China Sea and is now to the West of Manila. It will probably move at first towards W.N.W. and later towards N.W.

Pressure is highest over N.E. Japan in the East, and over Central China in the West.

Bad weather may be expected over the China Sea.

Telegraphic communication between the Observatory and Hongkong continues interrupted.

FORECAST.

1.—Hongkong and neighbourhood, N.E. winds, freshening; weather again becoming squally and unsettled.
2.—Formosa Channel, N.E. winds, strong.
3.—South coast of China between Hongkong and Lamock, same as No. 1.
4.—South coast of China between Hongkong and Hainan, same as No. 1.

COMMERCIAL.

TO-DAY'S INTELLIGENCE.

Noon.
Buyers:—H.K. C. and M. Steamboats \$33, Indo-China \$74, Shell Transports 29-1/4, Kowloon Wharves \$93, Shanghai Docks \$110, Humphreys Estates \$111, Cements \$12, Dairy Farms \$ 7, Electric \$141, Tramways \$215.
Sellers:—Hongkong Banks \$800 London \$921.1., Unions \$780, Cantons \$330, "Hongkong" \$327, H.K. C. and M. Steamboats \$25, China and Manila \$24, Douglases \$47, Raubs \$81, Hongkong Docks \$153, Hongkong Lands \$110, West Points \$50, Cottons \$132, China Borneos \$101, China Providents \$960, Ices \$236, Ropes \$29, China Light and Power \$102, Powells \$10.

Sales:—Nil.
Nominal:—National Banks \$47, China Fires \$93, China Sugars \$158, Hongkong Wharves \$120, Hongkong Hotels \$115, Dairy Farms \$17, Watsons \$13.

WEEKLY SHARE REPORT.

Reviewing the share business for the week, Messrs. E. S. Kadoorie & Co. write on the 21st inst.:—Business has been seriously interrupted, owing to the typhoon which passed over the Colony during the early part of the week, inflicting extensive damage to all shipping and wharves. An unsettled feeling still prevails on account of the uncertainty regarding the extent of the damage suffered by the various companies affected. A prominent feature of the week, however, is the sharp rise in Hongkong & Whampoa Docks and a fall in Wharves and Steamboats.

Banks.—Transactions have taken place in Hongkong & Shanghai Banks at \$800 closing with further sellers at this rate. The London quotation is unchanged. Nationals continue steady and can be placed at \$47.

Marine Insurances.—Unions are without business, and offering at the reduced rate of \$780. Cantons are quieter at \$320, while China Traders were sold at \$95. Other Northern Companies are unaltered.

Fire Insurances.—Hongkong Fires are weaker with sellers at \$327. China Fires can be procured at \$93.

Shipping.—During the early part of the week Hongkong, Canton and Macao Steamboats ruled firm with buyers at \$38 but shares have since declined to \$24, no doubt owing to the damage to the company's steamers wrought by the recent typhoon. China and Manila are quoted at \$14 and Douglases at \$47. Indo-Chinas have been in fair demand at \$74 at which rate sales are reported. The Shanghai quotation is \$15.1/4. Shell Transports have improved to 29-1/4 and can be placed at this price. Star Ferries are unchanged and offering at quotations.

Refineries.—China Sugars are easier and procurable at \$158. Luxons are offering at \$12. In the North Perak Sugars have weakened to \$18.85 sellers.

Mining.—Raubs are quoted at \$8 and can probably be placed at this price. We have nothing further to report under this heading.

Docks, Wharves and Godowns.—Hongkong & Whampoa Docks experienced a smart rise during the week to \$155 buyers after sales at \$154 and \$50. Shanghai Docks continue in request at \$110 cash and are a very firm. Kowloon Wharves have dropped to \$7 closing weak. We have no change to report in Hongkong Wharves.

Lands, Hotels and Buildings.—Hongkong Lands have been neglected with sellers predominating at \$110. Hongkong Hotels are steady at \$115. In Humphreys Estates business has been done at \$114 closing with buyers at \$114. Shanghai Lands have declined to \$11.105 at which rate shares have changed hands.

Cotton Mills.—Ewo's have found buyers at \$15.75 and Soy Chees have advanced to \$13.30. Hongkong Cottons are on offer at \$13.

Miscellaneous.—Green Islands were negotiated at \$214 and \$214 closing with sellers at the former rate. China Borneos are nominal at \$10. China Light and Powers have been dealt in at \$104 and China Providents were booked at \$960. Electrics are wanted at \$141 and Dairy Farms at \$17. In the North Langkats are in fair demand at \$13.237 ex the dividend of 1/15, 74 paid on 15th instant, and Sumatras have hardened and are enquired for at \$12.82.

TO-DAY'S EXCHANGE.

Selling.	
London—Bank T.T.	2 2 7/16
Do. demand	2 2 1/2
Do. 4 months' sight	2 2 1/2
France—Bank T.T.	2 7 7/8
America—Bank T.T.	53 1/2
Germany—Bank T.T.	2 2 1/2
India T.T.	16 1/2
Do. demand	16 1/2
Shanghai—Bank T.T.	73 1/2
Singapore T.T.	6 1/2
Japan—Bank T.T.	107 1/2
Java—Bank T.T.	13 1/2

Buying.	
4 months' sight L/C.	2 3 1/16
5 months' sight L/C.	2 3 1/2
10 days' sight San Francisco & New York ..	54 1/2
1 months' sight do.	55 1/2
10 days' sight Sydney and Melbourne ..	2 3 1/16
4 months' sight France	82 1/2
5 months' sight	83 1/2
1 months' sight Germany	2 3 1/2
Bar Silver	31 1/2
Bank of England rate	4 1/2
Sovereign	9 9 1/2

To-day's Advertisement.

PUBLIC AUCTION.

THE Undersigned have received instructions from the Trustee in Bankruptcy, to sell by

PUBLIC AUCTION,
R. CHEUNG SHUN KOO, Bankruptcy No. 19 of 1906,
ON
FRIDAY,
the 28th September, 1906, at 11 A.M., at No. 1, Ormsby Terrace, Kowloon.

SUNDY
HOUSEHOLD FURNITURE,
Comprising:—
TAPESTRY-COVERED DRAWING ROOM SUITS, BLACKWOOD SOFAS and CHAIRS, IRON BEDSTEADS and BEDDING, TEAKWOOD WARDROBE with GLASS, WASHSTANDS, TEAKWOOD EXTENSION DINING TABLE and CHAIRS, OVERMANTELS, PICTURES, GLASS and CROCKERY WARE, COOKING STOVE and UTENSILS, &c., &c.

Catalogues will be issued.
TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers,
Hongkong, 22nd September, 1906.

Intimations.

THE ROBINSON PIANO CO., LD., ARE SHOWING HIGHEST CLASS PIANOS,

THE LEADING MAKERS OF THE WORLD.

Steinway,
Bechstein,
Bluthner,
Winkelmann,
Collard & Collard,
Hopkinson,
Haake,
Krauss, &c.

CASH OR CREDIT,
OR ON
HIRE FROM \$10 PER MONTH
INCLUSIVE.

Hongkong, 22nd August, 1906.

[38]

THE BEST BE

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARD.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"MENELAUS"	27th September.
GLASGOW and LIVERPOOL	"NINGCHOW"	27th "

HOMeward.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	"CYCLOPS"	25th September.
HAVRE, ROTTERDAM & L'POOL	"KINTUCK"	30th "

* Taking Cargo for Liverpool at London Rates.
* Via Bangkok.

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH

THE NORTHERN PACIFIC RAILWAY CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON PORTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"NINGCHOW"	29th September.

WESTWARD.

FROM	STEAMERS	DUE
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"NINGCHOW"	29th September.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 18th September, 1906.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"SHAOHSING"	24th September.
TIENSIN	"LIANGCHOW"	24th "
MANILA	"TEAN"	25th "
SHANGHAI	"KIUKIANG"	27th "
SHANGHAI	"YOOHAW"	28th "

* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly
qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 22nd September, 1906.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
KUMI	2540	R. Almond	MANILA (DIRECT)	MONDAY, 24th Sept., at 5 P.M.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 29th Sept., at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 21st September, 1906.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast).

Steamship	About
"SOUTH AMERICA"	10th October.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 27th August, 1906.

Dentistry.

Dr. M. H. O'HARA,
THE LATEST METHOD
of the
AMERICAN SYSTEM OF DENTISTRY,
37, DES VOUX ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 22nd July, 1905.

Tsin Ting.

LATEST METHODS OF DENTISTRY.
STUDIO AT NO. 14, D'AGUILAR STREET.
REASONABLE FEES.
Consultation Free.
Hongkong, 10th July, 1904.

Shipping—Steamers.

HAMBURG-AMERIKA
EAST ASIATIC SERVICE.

HOME-LINE.

OUTWARD.

STEAMERS	DESTINATIONS	TO SAIL
BRISGAVIA	SHANGHAI, KOBE and YOKOHAMA	28th September.
HABSBURG	SHANGHAI, YOKOHAMA and KOBE	29th September.
SEGOVIA	YOKOHAMA and KOBE	Beginning of October.
SITHONIA	SHANGHAI, KOBE and YOKOHAMA	14th October.
C. FERD. LAEISZ	SHANGHAI, YOKOHAMA and KOBE	28th October.
ANDALUSIA	SHANGHAI, KOBE and YOKOHAMA	13th November.
AMBRIA	SHANGHAI, YOKOHAMA and KOBE	22nd November.

HOMeward.

STEAMERS	DESTINATIONS	TO SAIL
LIBERIA	FIUME and TRIEST	25th September.
SENEGAMBIA	Via SINGAPORE, PENANG and COLOMBO	10th October.
SUEVIA	HAVRE, BREMEN and HAMBURG	16th October.
BRISGAVIA	Via SINGAPORE, PENANG and COLOMBO	2 and November
SITHONIA	Via SINGAPORE, PENANG and COLOMBO	16th November.
RHENANIA	Via SINGAPORE, PENANG and COLOMBO	30th November.
ANDALUSIA	Via SINGAPORE, PENANG and COLOMBO	14th December.
HOBENSTAUFE	Via SINGAPORE, PENANG and COLOMBO	28th December.
ALESIA	Via SINGAPORE, PENANG and COLOMBO	11th January.
ALBIA	Via SINGAPORE, PENANG and COLOMBO	25th January.

* This steamer, specially built for the tropics, has splendid accommodation for first class
passengers. Very large, well ventilated cabins, each provided with two beds (no bunks), sofa,
table, two wardrobes, two washstands, electric fans, etc., large elegantly furnished saloons,
smoking room, etc.The steamer is lighted throughout by electricity and carries Doctor, Stewardess and
Washermen.The "RHENANIA" is to run regularly from Yokohama, Kobe, Shanghai, Hongkong,
Singapore, Penang and Colombo to Suez, Port Said, Naples, Havre and Hamburg, to be
followed by s.s. "HABSBURG," s.s. "HOBENSTAUFE," s.s. "SCANDIA," and s.s. "SILBIA."

COAST SERVICE.

STEAMERS	DESTINATIONS	TO SAIL
DAPHNE	NAGASAKI and WLAIVOSTOCK	Beginning of October.
KOWLOON	SHANGHAI and CHINKIANG	To follow.
LYDIA	SHANGHAI and CHINKIANG	To follow.

* Taking Cargo at through rates to Tsingtao and Chemulpo.

For Freight and Passage apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE.

For steamers of the Coast Service marked 1 to

Hongkong, 21st September, 1906.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

FOR	Steamship	On
S'GAPORE, PENANG & CALCUTTA	"KOOKSANG"	MONDAY, 24th Sept., 3 P.M.
SHANGHAI	"KWONGSANG"	MONDAY, 24th Sept., 4 P.M.
S'GAPORE, PENANG & CALCUTTA	"KUTSANG"	THURSDAY, 27th Sept., 3 P.M.
MANILA	"YUENSANG"	FRIDAY, 28th Sept., 4 P.M.

* These Steamers have superior accommodation for First-class Passengers, and are fitted
throughout with Electric Light.

* Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 22nd September, 1906.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.FOR SYDNEY AND MELBOURNE,
(Calling at Timor, Port Darwin and
Queensland Ports, and taking through Cargo to
Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"AUSTRALIAN,"
Captain St. John George, will be despatched for
the above Ports, on SATURDAY, the 29th
instant, at Noon.This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Chamber,
which ensures the supply of Fresh Provisions,
Ice, etc., throughout the voyage.This Steamer is installed throughout with
the Electric Light.A Stewardess and a duly qualified Surgeon
are carried.N.B.—To assure the additional comfort of
passengers the steamers of the Company have
electric fans fitted in staterooms.For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 22nd September, 1906.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between
HONGKONG, SALINA CRUZ, CALLAO
and IQUIQUE, via JAPAN PORTS.
Will be sent to VALPARAISO if sufficient
inducement.

THE Steamship

"KASADO MARU," 6,000 tons.
Taking Freight and Passengers to other
Western Coast Ports of South America.The above Steamer has splendid Accom-
modation and is fitted throughout with Elec-
tric Light. A duly qualified Surgeon is carried.
For further information, apply toK. MATSUDA,
Manager,
York Building.

Hongkong, 11th September, 1906.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"POONA,"
FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ AND STRAITS.
Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out Mark by Mark,
and delivery can be obtained as soon as the
Goods are landed.Optional Goods will be landed here unless
instructions are given to the contrary before
6 hours.Goods not cleared by the 23rd instant, at
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in
any case whatever.Damaged Packages must be left in the
Godowns for examination by the Consignees
and the Company's representative at an ap-
pointed hour.All claims must be presented within ten days
of the steamer's arrival here after which date
they cannot be recognised.No claims will be admitted after the Goods
have left the Godowns.E. A. HEWETT,
Superintendent.

Hongkong, 18th September, 1906.

S.S. "OCEANIEN."

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex
s.s. "Malapan" and from Bourdeaux ex
s.s. "Frederic Morel," in connection with above
Steamer, are hereby informed that their
Goods, with the exception of Optum, Treas-
ure and Valuables, are being landed and
stored at their risk into the hazardous and/or
extra hazardous Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Limited, at
Kowloon, whence delivery may be obtained
immediately after landing.Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before 11 A.M. TO-DAY, requesting it to be
landed here.Bills of Lading will be countersigned by the
Undersigned, Goods remaining unclaimed after
MONDAY, the 24th September, at Noon, will
be subject to rent and landing charges.All claims must be sent in to me on or before
the 24th September, or they will not be recog-
nised.All damaged packages will be examined on
MONDAY, the 24th September, at 3 P.M.No Fire Insurance has been effected.
G. DE CHAMPEAUX,
Agent.

Hongkong, 17th September, 1906.

For Sale.

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$2.75 per Cask
ex Factory.In Bags of 250 lbs. net \$2.80 per Bag
ex Factory.SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 30th September, 1906.

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.PRICE \$10.50 per case of 48 bottles (quarts)
or 6 doz. pints.

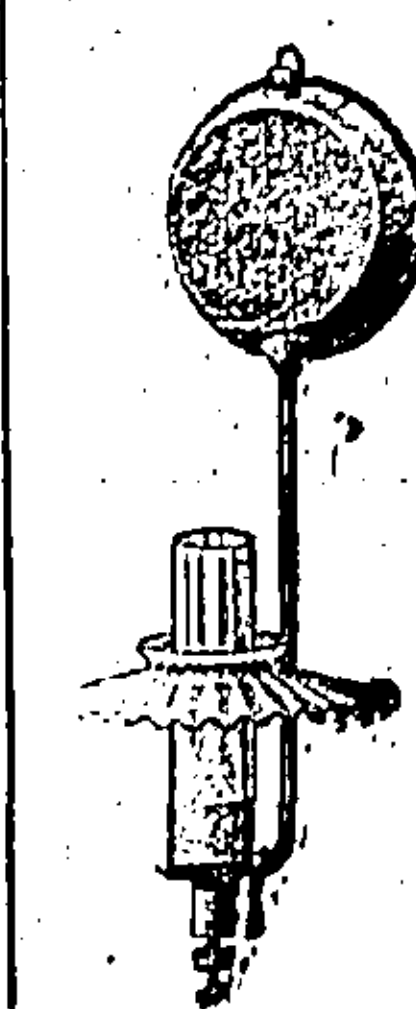
Special Prices for Quantities.

Sole Agents:—

SIEMSEN & CO.

Hongkong, 10th January, 1907.

FOR SALE.

WELSH'S "IN-
DOOR AND OUT-
DOOR 4-LIGHT
GAS ARC LAMPS,
Do. BOXED LIGHTS,
Do. HARP LAMPS,
Do. MANTLES, CHIM-
NEYS, GLOBES,
SHADES, &c., &c.,
and INCANDESCENT
GASOLINE LAMPS of
all descriptions from best
makers.NAPHTHA of the best
kind for GASOLINE
LAMPS and GASOLINE
ENGINES, kept in stock.TAI KWONG CO.,
109, Des Vaux Road Central.

Hongkong, 10th September, 1906.

NOTICE.

THE Public are hereby informed that no
change has been made in the Rates of
Subscription to the Hongkong Telegraph and
they are warned against paying more than
TEN CENTS (10 cts.) per Single Copy.THE MANAGER,
Hongkong Telegraph Co., Ltd.

Hongkong, 10th September, 1906.

SUDDEN DEATH OF A
GREAT NOVELIST."JOHN OLIVER HOBBS" FOUND DEAD.
MRS. CRAIGIE'S WORK AS AUTHOR AND
PLAYWRIGHT.It is with the deepest regret that we announce
the sudden death of the well-known novelist,
Mrs. Pearl Mary Teresa Craigie ("John Oliver
Hobbs"), which took place at her residence in
Lancaster-gate.Mrs. Craigie was staying at her country
home at Steephill Castle, Ventnor, when she
was suddenly recalled to London on Sun-
day night on important business. She arrived
in excellent health and spirits at about nine in
the evening, but the following morning she
was found by a maid dead in bed.In receipt of the terrible news, Mr. J. Mor-
gan Richards, Mrs. Craigie's father, hastened
back to London, and when interviewed yester-
day said that Mrs. Craigie, so far as he knew, was
in perfect health. On Wednesday, in fact, she
had proposed starting on a motor tour through
Scotland, as it was her son's sixteenth birthday.

TELEGRAM TO HER PARENTS.

When she reached Lancaster-gate at 9 p.m.
on Sunday she felt very tired, so took some
refreshment, wrote a telegram, and went to
bed. The telegram was such as she invariably
sent to her parents on completing a journey,
and was as follows:Richards, Steephill Castle, Ventnor. Ex-
cellent journey; crowded train; reached here
by nine. Fondest love.—Pearl."My daughter," continued Mr. Richards,
"ordered this telegram to be dispatched as
soon as the post office was open in the morning,
it being closed that night and this was accord-
ingly done.""The message announcing her safe arrival
reached us at breakfast on Monday, but as
events afterwards proved, my daughter had
then been dead several hours.""An inquest is inevitable, and will be held
to-day at the Paddington Coroner's Court; but
there is no reason to suppose that my
daughter's death was other than natural."

HER LAST LITERARY WORK.

"She did not take drugs nor anything of
that sort, for she said while she was in the Isle
of Wight that she slept remarkably well."Mr. Richards stated in conclusion that at the
time of death Mrs. Craigie was adapting her
play "A Time to Love" for publication as a
novel. Her last novel, "The Dream and the
Business," was already bound and ready for
issue by the publishers, who were awaiting a
cable from America to say that the copyright
there had been secured.

A WRITER OF GENIUS.

The term is so often profaned that one grows
shy of using it; but one need not scruple to
say that "John Oliver Hobbs" was a writer
of genius. Always clever, always painstaking,
almost always irreproachable, she would sud-
denly pierce clean to the root of an emotion—
not by digging and delving, but by sheer
native insight.Often monotonously brilliant, she reminded
the reader of Lamb's complaint of "the lidless
dragon-eye of modern fashionable tragedy."
And she often resembled Congreve in that
tempting error of making everybody talk too
well.Mrs. Craigie owned to and felt her style in-
fluenced by George Meredith, and, in a lesser
degree, by Thomas Hardy. She was a great
admirer of the finer French novelists, in whose
work the same sort of care about style was
found that is so strong a feature of her own.
But Greek was the influence which she believ-
ed permeated her mind most.

AMERICAN BY BIRTH.

Pearl Mary Teresa Craigie was born in Bos-
ton, and was the daughter of Mr. John Morgan
Richards, a wealthy American merchant and
one of Dr. Parker's deacons at the City Tem-
ple. Her first forename, she used to think,
was suggested by that of the heroine of
Nathaniel Hawthorne's "Scarlet Letter."On her father's side she came of a stock as-
sociated with the Law, the Church, and bank-
ing; and David Dudley and Judge Field, of
the Supreme Court at Washington, were her
near relatives.On her mother's side she was a great-grand-
daughter of the Hon. Peter Spearwater who
fought under Napoleon and represented Sel-
borne in the London Parliament at Halifax
for 25 years.Her education was cosmopolitan, and before
she was sixteen she had a wide knowledge of
Europe. Could educational forces conquer
the soul Mrs. Craigie would probably have
been a pianist. Her education was begun with
that end in view; but the red tape of the Con-
servatoire in Paris, which insists that no pupil
shall enter its doors without signing for a three-
years' course, stopped that project.Literature, however, had set her seal upon
Mr. Craigie when she was still in the nursery.
Before she was able to write, she used to
dictate stories to her nurse."Some Emotions and a Moral"—No. 8 of
T. Fisher Unwin's "Pseudonym Series"—
was Mrs. Craigie's first novel. It was begun
when she was 21, and finished a year later; but
during the twelve months the work was in-
terrupted by illness."As soon as I had written my first chapter,"
said Mrs. Craigie, in speaking of it, "I
decided that I had something to learn before I
could write in the terse manner which I con-
sider so much more attractive and dramatic
than the verbose. It was irritating to me to
use six-words when I was certain that three
would be enough."Mrs. Craigie set about the solution by put-
ting aside the work altogether, and plunging
into classical and metaphysical studies under
the late Prof. Goodwin. After a while, Mrs.
Craigie showed the professor her first chapter,
and his advice was, "Go on; and finish the
book."

OBJECTIONS TO THE FIRST BOOK.

When the book was finished the MS. was
submitted to one of the leading publishing
firms, and accepted by them on condition that

Mails.

MESSAGERIES
MARITIMES

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, HATIAVIA,
COLOMBO, AUSTRALIA,
ADEN, EGYPT, MARSEILLE,
LONDON, HAVRE,
BORDEAUX, MEDITERRANEAN AND BLACK
SEA PORTS.

The S.S. "SALAZIE,"
Captain A. Ailland, will be despatched for MAR-
SEILLES on TUESDAY, the 2nd October,
at 1 P.M.

Passage tickets and through Bills of Lading
issued for above ports, and for Australia with
prompt transhipment at Colombo.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—

S.S. OCEANIAN 16th October.
S.S. TOURANE 30th October.
S.S. TONKIN 13th November.
S.S. ARMAND BEHIC 27th November.
S.S. ERNEST SIMONS 11th December.

G. DE CHAMPEAUX,
Agent.

Hongkong, 19th September, 1906.

Intimations.



JUST UNPACKED.

A CONSIGNMENT OF THE WELL-KNOWN
PLASMONE BISCUITS.

THEY contain 20% of Plasmone and are
more easily digested and afford greater
nourishment and sustenance than any other.
Plasmone raises the actual flesh, forming value
of food to a high and trustworthy degree.
An essential food for those who abstain from meat.
They are made in three varieties:—

Sweet, Plain, (Unsweetened) Wholemeal.

H. KUTTONJEE,

Hongkong and Kowloon.

Hongkong, 12th June, 1906.

Intimations.

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

BRANDY

Per Case.
\$22.50

WHISKY, FINE MALT

JOHN WALKER & SONS' OLD HIGHLAND

C. P. & CO'S SPECIAL BLEND

PORT WINE, INVALIDS

DOURO

SHERRY, AMOROSO

LA TORRE

BENEDICTINE, D.O.M.

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS.

Hongkong, 15th November, 1905.

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE,

DEPOT.

GENERAL HOUSEHOLD

REQUISITES.

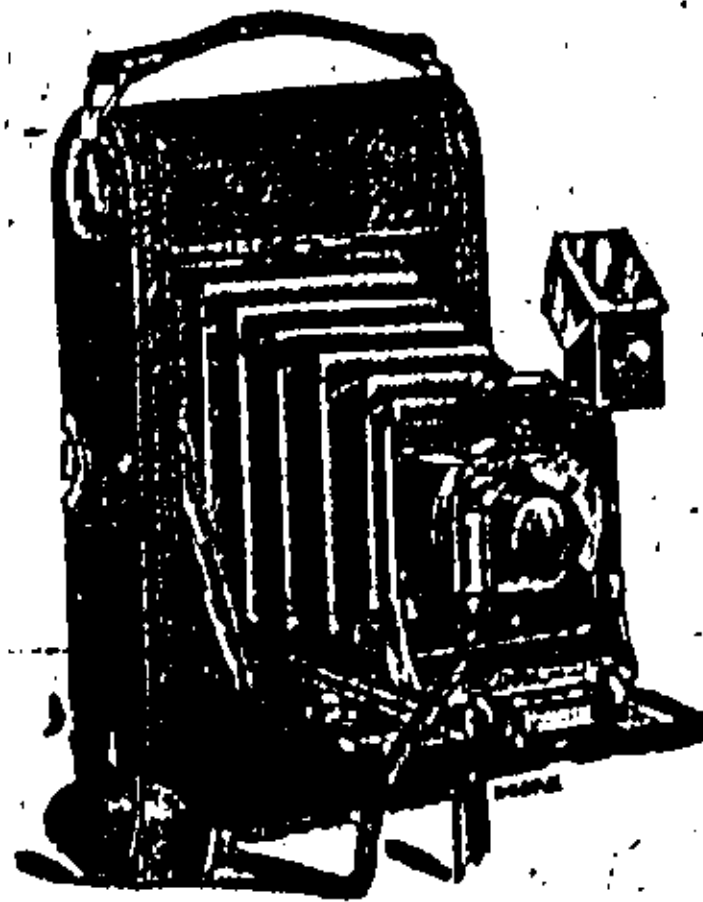
&c., &c., &c.

EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.



AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION.
Hongkong, 16th May, 1907.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOURIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROPRIATE RESERVE AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000 \$10,250,000 \$10,000,000 \$12,735 \$150,000	\$1,724,272	\$1.15/- @ Ex. 2/11 = \$16.47 for first half- year 1906	5 1/2 %	\$800 sales London 203.10/4
National Bank of China, Limited	99,925	£7	£6	\$1,600,000 \$147,895	\$74,099	\$2 (London 3/6) for 1905	...	\$47
MARINE INSURANCES.								
Antion Insurance Office, Limited	10,000	\$250	\$50	\$1,000,000 \$147,895	\$211,540	\$20 for 1904	6 1/2 %	\$320
North China Insurance Company, Limited	10,000	£15	£5	\$1,000,000 \$147,895	Tls. 302,053	Interim div. of 7/6 @ ex 2/10 15/16	6 %	Tls. 87 1/2 sellers
Shanghai Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,000,000 \$147,895	\$2,722,271	Interim div. of \$30 for 1905	4 1/2 %	\$780 sellers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$1,000,000 \$147,895	\$508,334	\$12 and \$3 special dividend for 1904	8 1/2 %	\$175 sellers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000 \$147,895	\$344,068	\$6 for 1904	6 1/2 %	\$93
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000 \$147,895	\$422,618	\$25 for 1904	7 1/2 %	\$327 1/2 sellers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$1,000,000 \$147,895	\$6,563	\$1 1/2 for 1905	6 1/2 %	\$24
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$1,000,000 \$147,895	Nil.	\$3 1/2 for year ended 30.9.1905	7 1/2 %	\$47
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$1,000,000 \$147,895	\$5,164	\$1 for first half-year 1906	8 1/2 %	\$23 1/2 buyers
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	\$1,000,000 \$147,895	£2,452	10/- @ ex 2/1 9/16 = \$1.69	6 1/2 %	\$74
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	\$1,000,000 \$147,895	Tls. 23,156	Interim div. of Tls. 2 1/2 @ ex 2/10 15/16	9 %	Tls. 56 sales
Shanghai Tug and Lighter Company, Limited (Preference)	200,000	£1	£1	\$1,000,000 \$147,895	£207,815	Interim div. of Tls. 1 1/2 (Coupon No. 6) for 1905	4 1/2 %	Tls. 50 buyers
Shanghai Tug and Lighter Company, Limited (Founders')	10,000	\$10	\$10	\$1,000,000 \$147,895	\$218	\$1.50 for year ending 30.9.1906	5 1/2 %	\$99
Star Ferry Company, Limited	10,000	\$10	\$10	\$1,000,000 \$147,895	Tls. 13,913	Interim div. of Tls. 2 account 1906	9 %	Tls. 45 buyers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$1,000,000 \$147,895	\$40,914	Final of \$15 making \$25 for 1905	15 1/2 %	\$158
Luzon Sugar Refining Company, Limited	2,000	\$100	\$100	\$1,000,000 \$147,895	\$1,328,888	\$3 for 1907	...	\$22 sellers
Cerak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	\$1,000,000 \$147,895	Tls. 3,723	Tls. 2 1/2 for year ending 30.9.1904	...	Tls. 8 1/2 sellers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	\$1,000,000 \$147,895	£13,355	1 1/2 (No. 6) interim div. for 12 months ending 28.2.06	7 %	Tls. 10 sellers
Consolidated Mining Company, Limited	500,000	G \$10	G \$10	\$1,000,000 \$147,895	G \$9,050	Final of 50 cents making G \$1 for 1905	7 %	G \$14 nominal
Australian Gold Mining Company, Limited	50,000	£1	£1	\$1,000,000 \$147,895	£4,873	No. 12 of 1/- = 48 cents	...	\$8
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$1,000,000 \$147,895	\$8,915	\$2 for 1905	9 %	\$22
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	£50	£50	\$1,000,000 \$147,895	\$20,040	\$2 1/2 for 1906	6 1/2 %	\$95 buyers
Whampoa Dock Company, Ltd.	10,000	\$50	\$50	\$1,000,000 \$147,895	\$392,087	\$6 for first half-year ending 30.6.06	8 %	\$155 buyers
New Amoy Dock Company, Limited	10,000	\$50	\$50	\$1,000,000 \$147,895	\$2,221	\$1 for 1905	5 1/2 %	\$18
Shanghai Dock and Engineering Co., Ltd.	10,000	Tls. 100	Tls. 100	\$1,000,000 \$147,895	Tls. 3,997	Final of Tls. 4 making Tls. 8 for 1905/6	7 1/2 %	Tls. 108 buyers
Shanghai and Hongkong Wharf Company, Limited	10,000	Tls. 100	Tls. 100	\$1,000,000 \$147,895	Tls. 57,665	Interim div. of Tls. 8 on account 1906	5 1/2 %	Tls. 740
Yangtze Wharf and Godown Company, Limited	10,000	Tls. 100	Tls. 100	\$1,000,000 \$147,895	Tls. 5,668	Tls. 18 for 1905	8 %	Tls. 225 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	\$1,000,000 \$147,895	none	First year	10 %	Tls. 102
Star Home Hotel Company, Limited (Shanghai)	25,000	\$25	\$25	\$1,000,000 \$147,895	\$29,511	\$3 for year ended 30.6.1906	13 1/2 %	\$50
Central Stores, Limited	25,000	\$25	\$25	\$1,000,000 \$147,895	none	\$2.40 on \$12 for 1905	...	\$18 buyers
Do. (Founders')	125	\$15	\$15	\$1,000,000 \$147,895	\$4,719	\$7 on \$7 1/2 for 1905	...	\$18 buyers
Do. (Founders')	125	\$15	\$15	\$1,000,000 \$147,895	\$10,057	None	...	\$300 buyers
Hotel Metropole Company, Limited	10,000	\$50	\$50	\$1,000,000 \$147,895	\$19,075	\$5 for first half-year for 1906	8 1/2 %	\$115 buyers
Hongkong Land Investment and Agency Co., Ltd.	10,000	\$100	\$100	\$1,000,000 \$147,895	\$167,839	Interim div. of \$3 1/2 account 1906	6 1/2 %	\$110 sellers
Hotel des Colonies Company, Limited	10,000	Tls. 25	Tls. 25	\$1,000,000 \$147,895	Tls. 1,935	Final of 6 1/2 = 10 1/2 for 1905	10 1/2 %	Tls. 15 buyers
Hotel Metropole Company, Limited	10,000	\$10	\$10	\$1,000,000 \$147,895	\$4,699	Final of \$6 making \$10	10 %	\$100
Empire Estate and Finance Company, Limited	10,000	\$10	\$10	\$1,000,000 \$147,895	\$5,070	80 cents for 1905	7 %	\$11 1/2
Kowloon Land and Building Company, Limited	10,000	\$50	\$50	\$1,000,000 \$147,895	\$574	\$2 1/2 for 1905	6 1/2 %	\$59
Shanghai Land Investment Company, Limited	10,000	Tls. 50	Tls. 50	\$1,000,000 \$147,895	Tls. 52,194	Tls. 3 for half-year 1906	5 1/2 %	Tls. 105 sales
West Point Building Company, Limited	10,000	\$50	\$50	\$1,000,000 \$147,895	\$772	Interim div. of \$2 account 1906	8 %	\$50
COTTON MILLS.								
Two Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	\$1,000,000 \$147,895	Tls. 45,939	Tls. 8 for year ended 31.10.1905	10 1/2 %	Tls. 75 buyers
Hongkong Cotton Spinning and Weaving Company, Limited	15,000	\$50	\$50	\$1,000,000 \$147,895	\$110,000	\$1 1/2 for the year ending 31.7.16	9 1/2 %	\$13 1/2
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	\$1,000,000 \$147,895	Tls. 18,718	3 1/2 a/c 1898	...	Tls. 68 sellers
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	\$1,000,000 \$147,895	Tls. 30,760	Tls. 8 for 1905	9 1/2 %	Tls. 85 buyers
Soy Chee Cotton Spinning Company, Limited	7,000	Tls. 500	Tls. 500	\$1,000,000 \$147,895	Tls. 18,456	Tls. 25 for 1905	7 1/2 %	Tls. 330 buyers
MISCELLANEOUS.								
Anglo-German Brewery Company, Limited	4,000	\$100	\$100	\$1,000,000 \$147,895	\$1,066	\$7 for 1905	8 %	\$87 1/2 sales
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$1,000,000 \$147,895	\$856	15 per share for 1905	8 1/2 %	\$7
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$1,000,000 \$147,895	\$1,097	\$3 for 1905	9 1/2 %	\$32
China-Borneo Company, Limited	60,000	\$12	\$12	\$1,000,000 \$147,895	none	\$1 for 1904	...	\$10
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	\$1,000,000 \$147,895	Tls. 189	Final of Tls. 5 making Tls. 10 for 1905	14 1/2 %	Tls. 70
China Light and Power Company, Limited	50,000	\$10	\$10	\$1,000,000 \$147,895	\$1,219	60 cents for year ending 28.2.06	6 %	\$103
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$1,000,000 \$147,895	\$1,581	80 cents for 1905	8 1/2 %	\$95
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	\$1,000,000 \$147,895	\$2,864	\$1.20 for year ending 31.7.1905	7 %	\$17 buyers
Green Island Cement Company, Limited	200,000	\$10	\$10	\$1,000,000 \$147,895	\$52,291	Int. div. of 75 cents for 1-year ended 30.6.06	9 1/2 %	\$21 buyers
Hall & Holtz, Limited	21,000	\$20	\$20	\$1,000,000 \$147,895	\$20,893	\$2 1/2 for year ending 28.2.06	10 1/2 %	\$23 1/2 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$1,000,000 \$147,895	\$2,568	\$1.00 for 10 months ending 28.2.06	8 %	\$14 1/2 buyers
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	\$1,000,000 \$147,895	\$2,796	Int. div. of \$2 for 10 months ending 18.10.05	10 1/2 %	\$215
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$1,000,000 \$147,895	\$3,776	Int. div. of \$4 for 1-year ended 30.6.06	8 %	\$236
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	\$1,000,000 \$147,895	\$5,813	\$9 for 1905 on 5 shares	6 1/2 %	\$24
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	\$1,000,000 \$147,895	\$5,888	Final of 50 cents making \$1 for the year	12 1/2 %	\$27 buyers
Maatschappij tot Mijn, Bosch en Landbouw	25,000	Gs. 100	Gs. 100	\$1,000,000 \$147,895	Tls. 547,503	Third interim div. of Tls. 7 1/2 making Tls. 22 1/2 so far a/c yr. ended 31.10.06	9 1/2 %	Tls. 237 ex div.
Maatschappij tot Mijn, Bosch en Landbouw	25,000	Gs. 100	Gs. 100	\$1,000,000 \$147,895	Tls. 27,603	None	...	\$5 buyers
Philippine Company, Limited	7,500	\$10	\$10	\$1,000,000 \$147,895	none	Interim dividend of Tls. 3 1/2 account 1906	6 1/2 %	Tls. 125 sellers
Shanghai Gas Company, Limited	10,000	Tls. 50	Tls. 50	\$1,000,000 \$147,895	Tls. 165,000	Tls. 6 for 1905	12 %	Tls. 50 sellers
Shanghai Horse Bazaar Co., Ltd.	5,000	Tls. 50	Tls. 50	\$1,000,000 \$147,895	Tls. 9,751	Interim div. of Tls. 5 account 1906	10 1/2 %	Tls. 135
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	\$1,000,000 \$147,895	Tls. 2,753	Interim div. of Tls. 4 on account 1906	6 1/2 %	Tls. 82 buyers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	\$1,000,000 \$147,895	Tls. 1,452	Interim div. of 15/- for 1-year 1905	...	Tls. 365
Shanghai Waterworks Company, Limited	7,200	£20	£20	\$1,000,000 \$147,895	Tls. 190,000	Interim div. of 5/- for 1-year 1906	...	Tls. 280
South China Morning Post, Limited	7,200	£20	£20	\$1,000,000 \$147,895	none	None	...	\$22 buyers
Team Laundry Company, Limited	6,000	\$25	\$25	\$1,000,000 \$147,895	\$1,134	50 cents for year ended 31.5.05	8 1/2 %	Tls. 105
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	\$1,000,000 \$147,895	Tls. 1,012	Interim of Tls. 4 for year 1905/6	8 1/2 %</	